

The Hongkong Telegraph

WEATHER FORECAST

FAIR.

Barometer 20.88

(ESTABLISHED 1881.)

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August 4, 1914. Temperature 6 a.m. 80, 2 p.m. 80. Humidity 80.

August 4, 1914. Temperature 6 a.m. 77, 2 p.m. 80. Humidity 94.

2865 晚拾月六年寅甲

TUESDAY, AUGUST 4, 1914.

式四國 號四月人英海曆

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

THE WAR.

FIRST NAVAL ENGAGEMENT.

RUSSIAN FLEET DRIVEN INTO GULF OF FINLAND.

British Mediterranean Fleet Clears for Action.

[Reuter's Service To "The Telegraph."]

August 3 9.10 a.m.
Reuter's correspondent at Malta states that martial law has been proclaimed.

Severe Fighting.

The *Militaerische Rundschau*, according to Reuter's correspondent, states that there has been severe fighting along the River Drin. The Serbians attempting to cross were opposed by Austrian frontier guards.

August 3, 2.20 p.m.

Mediterranean Fleet Clears for Action.

Reuter's correspondent at Malta states that the Mediterranean Fleet has cleared for action and the destroyers left at full speed, with the intention, it is believed, of joining the French Fleet.

Other ships leaving in a little while are the *Indefatigable*, the *Weymouth* and the *Dublin*. The divisions of destroyers are remaining, but with steam up.

Russian Naval Reverse—Driven into the Gulf of Finland.

August 3 3.25 p.m.
Reuter's correspondent at Stockholm reports that the German and Russian fleets had an engagement near Åland and the Russians were driven back into the Gulf of Finland.

Unparalleled Scenes in the House of Commons.

August 3, 3.25 p.m.
The scene in the House of Commons was unparalleled in British history, being one of the most intense and prolonged excitement. Chairs were placed along the floor of the House to accommodate members.

Sir Edward Grey looked noticeably older.

Conservatives Cheer Mr. Churchill.

August 3 3.25 p.m.
There was a dense crowd outside the House and Ministers were cheered both inside and outside. The Conservatives gave Mr. Winston Churchill an ovation.

Remarkable West End Scenes.

The scenes in the West End culminated in a remarkable demonstration outside Buckingham Palace. The crowd sang "God Save the King," "Rule Britannia" and the "Marseillaise."

Their Majesties Appear.

The King and Queen, in response to the cheering, appeared on the balcony and were accorded an ovation. There are indications that an important announcement will be made and that an agreement has been arrived at between all the parties.

Mr. Redmond has returned to London.

Loyal Canada.

Reuter's correspondent at Ottawa states that an urgent meeting of the Cabinet has decided to call out the Naval Reserve. Special precautions are being taken to guard against any possible outbreak of the Dominion to do its duty.

Welsh Mounted Force.

A meeting at Cardiff of representatives of all the counties in Wales has resolved to raise a mounted regiment for service abroad.

French Protest.

The French Government has protested against the German acts of war against France, which, it claims, are with provocation. The French Parliament meets to-day, and the Russian on August 8.

Australia's Preparations.

August 3 11.30 a.m.
Reuter's correspondent at Melbourne reports that the Australian warships are preparing feverishly. A military and naval conference is now proceeding.

"Britain Will Intervene."

August 3 11.30 a.m.
Reuter's correspondent at Paris reports that the newspapers state that Great Britain will intervene, and that Sir J. J. French will be in command of the expeditionary force.

Colonies Together.

August 3 11.30 a.m.
The Canadian, Australian and New Zealand Governments, as well as the Opposition parties, favour united action.

Manitoba's Contingent.

Manitoba is raising 1,000 infantry.

German Warships in the Vicinity of the Canaries.

August 3 6.30 a.m.
The *Daily Mail's* correspondent at Las Palmas reports that two German warships were seen in the vicinity of the Canary Islands.

Cowes Regatta Abandoned.

August 3 6.30 a.m.
The Cowes regatta week has been abandoned.

Port of Libau Bombarded.

August 3 6.30 a.m.
It is reported that the cruiser *Augsburg* is bombarding Libau and that the port is on fire. (Libau is a fortified Russian seaport on the Baltic).

Britain not yet Involved.

August 3 3.30 a.m.
The *Daily Mail* states that it was understood, at the close of the Cabinet meeting last night, that Great Britain was still not involved in war.

Wireless in United Kingdom Taken Over.

August 3 3.30 a.m.
The Government has taken over the charge of all the wireless stations in the United Kingdom.

Grand Duke to Command Russians.

August 3 3.30 a.m.
The Grand Duke Nicholas Nicolaievitch has been appointed Commander-in-Chief of the Russian forces.

German Raids Horses at Belfort.

August 3 3.30 a.m.
German patrols are active in the vicinity of Belfort, and are raiding horses.

[Belfort is the capital of the French department of Haut Rhin, 117 miles E.N.E. of Dijon by rail. The fortifications have been enormously strengthened since 1871.]

A Moratorium Proclaimed in France.

August 3 4.35 a.m.
A moratorium has been proclaimed in France. Depositors are permitted to draw only limited amounts.

Voice of the English Press.

August 3 4.35 a.m.
The *Daily News* and *Leader* continues to be an uncompromising supporter of British neutrality, whatever happens.

The *Daily Chronicle* urges the Liberals to support the Cabinet whatever is the decision. Other papers regard English participation as inevitable.

"Ministers Decide to Intervene."

August 3 4.35 a.m.
The *Daily Chronicle* says it is practically certain that the Ministers yesterday decided to intervene.

Rumour that Two Cabinet Ministers Threaten to Resign.

August 3 4.35 a.m.
It is rumoured that two Cabinet Ministers threatened to resign in consequence of the above decision by a majority.

Russian Ambassador Receives Passports.

August 3 4.35 a.m.
Reuter's correspondent at Berlin states that the Russian ambassador has received his passports.



THE "TELEGRAPH" WAR MAP.

(SPECIALLY DRAWN FOR THE "HONGKONG TELEGRAPH".)

In the present crisis in Europe, the above map, showing the position of Austria-Hungary, Serbia, various Balkan States, and the German and Russian frontiers, should be of value to our readers. The boundaries are shown as revised after the second Balkan War, in accordance with the Treaty of Bucharest of August, 1913, and the map is therefore quite up-to-date.

SIR EDWARD GREY'S SPEECH.

BRITISH POLICY OUTLINED.

To Aid France if Attacked.

[Reuter's Service To "The Telegraph."]

In the House of Commons, Sir Edward Grey explained the Government's obligations and asked the House to regard the matter from the point of view of British interests, honour and obligations, free from passion. He stated that when the documents were published it would be seen how whole-hearted had been our efforts for peace.

Until yesterday we had given no promise beyond diplomatic support. He was asked at the time of the Algiers Conference if armed support would be given. He replied that he could promise nothing, unless he received the wholehearted support of public opinion; but he told the French and German Ambassadors that if war were forced on France, public opinion would rally round France.

The present crisis had originated in a manner, primarily concerning France. We had a long-standing friendship with

France. Let every man look into his heart and consider the extent of his obligations, speaking personally. He pointed out that the French fleet was in the Mediterranean, while France's northern coast was so vulnerable, and if a foreign fleet attacked these defenceless coasts, Britain could not stand aside.

Sir Edward Grey said he assured the French Ambassador that if the German fleet in the Channel or the North Sea attacked French shipping, or the French coast, the British fleet would give all the protection in its power. This was not a declaration of war. He understood that Germany would be prepared, if we pledged ourselves to neutrality, to agree not to attack the northern coast of France. That was too narrow an engagement for us. Then there was the question of the neutrality of Belgium.

Britain's interest in Belgian neutrality was as strong to-day as in 1870. When mobilisation began, he telegraphed to France and Germany thereon, and France replied that she would respect neutrality. The German Foreign Secretary replied that he feared he was unable to answer because to do so would disclose his plans. Then Britain was asked whether the restoration of Belgium's integrity would satisfy us. He replied that he could not barter away our obligations. The King of Belgium telegraphed King George in a supreme appeal for diplomatic intervention to safeguard the independence of Belgium.

(Continued on page 5.)

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

France has protested against the German acts of war.

The British Army is to mobilise at midnight.

The British Mediterranean Fleet has cleared for action.

The New Zealand Navy has been placed under the control of Britain.

The Canadian and New Zealand Reserves have been called up.

The House of Commons has passed the Bill suspending payment of Bills of Exchange.

Severe fighting between the Austrians and Serbians is taking place on the River Drin.

The Bank Holiday has been extended for three days at home.

Australia claims an Expeditionary Force of 20,000 and will bear the maintenance thereof.

The Russian fleet is reported to have been driven into the Gulf of Finland by the Germans.

The Germans are reported to have occupied the Åland Islands, where a Russian warship is reported ashore.

There were remarkable scenes of patriotism outside Buckingham Palace, the King and Queen appearing on the balcony.

Sir Edward Grey's speech on the foreign situation is outlined to-day; it forebodes support to France.

Mr. Redmond says the Government can withdraw the troops from Ireland immediately; Ireland's sons will defend the coast.

NEWS.

Government regulations regarding the port of Hongkong are given to-day.

"Our Contemporaries" appears on page 2, log book on page 6 and commercial news on page 9.

General news and an article on the Olympic Congress will be found on page 3.

A letter which Mr. Gershom Stewart, M.P., has written to the Hongkong Land Investment Co. appears in this issue.

The Chinese cruiser charged with the murder of a British sailor on the Empress of Asia was acquitted to-day.

Police Constable Miller accidentally shot himself with an automatic pistol last evening, just as he was preparing to go on duty.

DON'T FORGET.

TU-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

Sale of ladies' underwear etc., G.P. Lammer's Sales Room—11 a.m.

Saturday August 22.
H.K. and Shanghai Banking Corporation, Shareholders' Meeting, City Hall—noon.

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General Managers.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1912.

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Hongkong, July 14, 1914.

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Hongkong, 18th July, 1914.

NOTICES

OUR
CONTEMPORARIES.

South China Morning Post.

Prayer and Armageddon.

Every individual on Sunday realised that the fate of nations swung in the balance and breathed an unspoken prayer, that Mr. Asquith and his colleagues would receive Divine guidance in the momentous questions they were called upon to decide, and looked—in vain—for some expression in which all might join and thus make a common appeal to the Heavenly Father who is the fountain of blessings, peace and comfort. Instead they were offered trite expressions of penitence and thanksgiving and a discourse of platitudes, which, however soothing and reassuring under ordinary circumstances, are but weak spiritual consolation to red-blooded patriots whose homes, whose country, whose dear ones and whose very lives are in jeopardy. The present is not time for ethical sermons and unctuous moanings. In the tempest of rage and hate that is sweeping over the world and whose vortex is in Europe, hidebound custom must be broken and a religion of humanity must be substituted for the humanity of religion. So far from allowing the Sabbath day, which saw the commencement of a struggle between giant nations, to pass without deviation from the set phrases of the Book of Common Prayer, the opportunity should have been improved to announce special prayers,—prayers in which even non-professing Christians would gladly join during the week,—so keenly alive is every man to-day to the futility of human effort as against the gigantic forces which are sweeping the nations of the world about the great Armageddon.

Daily News.

The Abolition of Likin.

There are too many vested interests involved for China to be able to make a clean sweep of the whole machine. The balance-sheets of the Provinces would be reduced to even greater chaos than that in which they now find themselves if this source of revenue were violently diverted to the Central Government. One way by which this last difficulty might be avoided would be by a universal adoption of the system that was found to work satisfactorily in Hunan, whereby goods once having paid a commuted likin at the frontier are free to travel throughout the Province without any further demand on the part of the official. As practically every Province has its own Treaty port, the general effect of such a system would be to make each Treaty port the head of a tariff zone and the commercial capital of its own Province, and to enable these entrepôts of foreign trade at last to fulfil their proper functions as centres of collection and distribution of merchandise. The revenue, too, would still pass through the hands of the Provincial Authorities and be available (save for the quotas required to satisfy Peking's demands) for Provincial needs. Such a system would be far from perfection—nothing can be altogether satisfactory that retains the principle of universal internal taxation in addition to the levying of import duties—but it would be a vast improvement on the present haphazard procedure that literally invites those in charge of it to fleece the merchants for their own private profit.

Runaway Boys in a Boat.

Two boys belonging to the Walleley Training Ship at Tynemouth, who ran away from their quarters the other day and put to sea in a pleasure boat, intending to go to Hull, were picked up off Sandringham to-day by a Wear steam trawler. They were in an exhausted condition and were being blown out to sea. They were sent back to their quarters.

For a good old meal.

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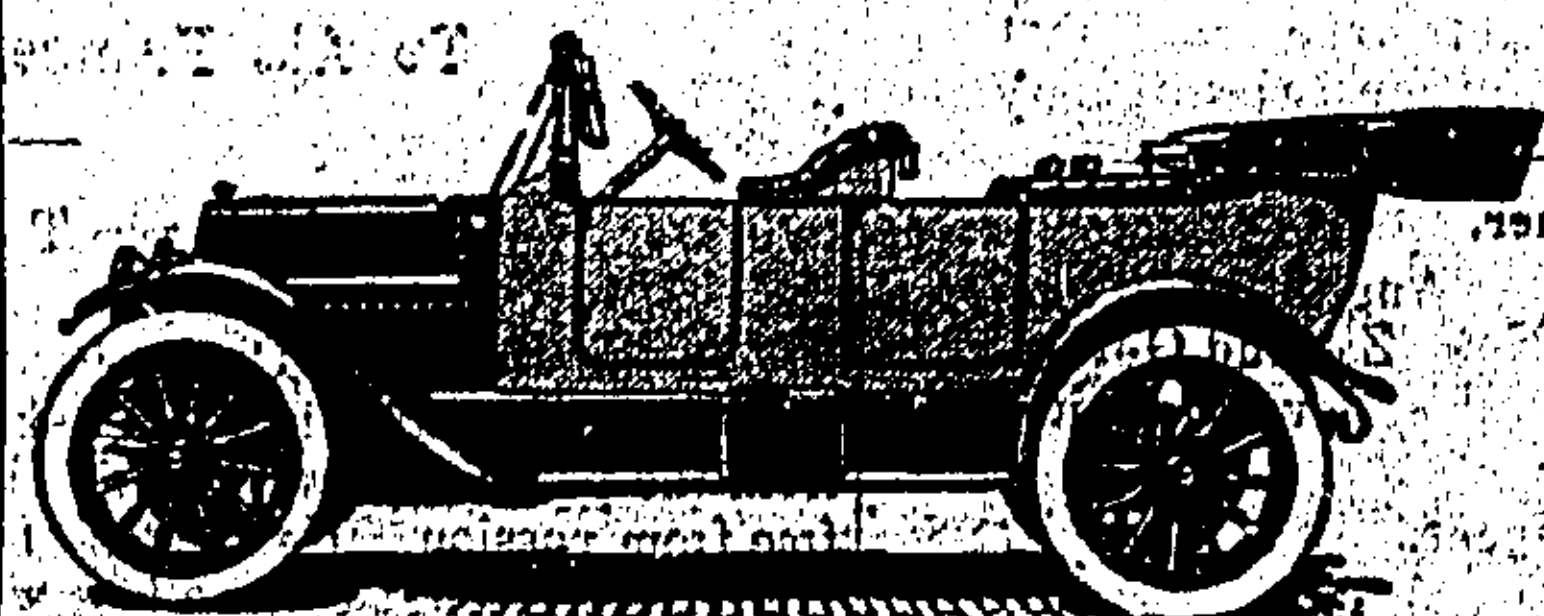
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GENERAL NEWS.

Science Congress.

Arrangements have been completed for the Congress of the British Medical Association, and the delegates from overseas (numbering about 400) should reach Adelaide on August 8. Here the official opening of the Congress will take place, and the first address will be delivered by Sir Oliver Lodge, the retiring President of the Association. The scientists will next visit Melbourne, where they will spend about a week, during which time addresses will be delivered by the presidents of the various scientific sections. Later the meetings will be continued in Sydney, and finally in Brisbane, where the Congress will close officially on September 1.

French Railway Returns

The gross railway returns up to date for 1914 may usefully be compared with those for 1913. They show the effects of the crisis through which we have been passing, and which may now fortunately be regarded as drawing to an end. The receipts on the old West system, recently re-proposed by the State, show an increase of only 700,000 since 1st January 1914; for the Paris Lyons-Mediterranean the increase in the same period is 220,000; for the old state system 455,000; for the Nord 441,000; for the Est proper 750,000; for the Midi, 11,000; for the Orleans, 1,718,000. The year 1913 was certainly not a good one for the railways, with rising prices (especially coal prices) and increased wages.

Reduction of Native Mortality on the Rand Mines.

Surgeon-General Gorgas, who went to South Africa at the instance of the Chamber of Mines for the purpose of enquiring into the cause of the mortality of natives on the Rand Mines, has issued his report. He advocates the increase of floor space to fifty feet per man in the native living quarters, and the encouragement of lodgings, with separate huts for married men; also a central hospital, instead of the sixty-two hospitals now in existence, and the establishment of a central sanitary bureau under the Chamber of Mines.

Chino Slam Bank Directors.

The hearing of the action brought by the Attorney General against the directors of the Chinese Bank was again postponed today, says the *San. Hui Daily Mail* of July 9. The lawyer appearing for Mei Tang Dee, one of the directors, made an application to the Court asking for a further postponement for 15 days, saying that his client has not yet sufficiently recovered to attend Court. The Attorney General thereupon applied that medical practitioners go and examine her and report upon her condition, as there was nothing to show that she is an unfit state to come to Court. The Court therefore postponed the case sine die.

Penang Share Market.

Members, Kennedy and Co. report for the week ended July 18th as follows:—

A renewal of activity has been noticeable in share markets this week owing to the improved political outlook, with a better enquiry for rubber shares, quotations of which at the close show very fair advance.

Anglo-Malays and Bukit Kijang are marked up to 64, after transactions in the latter at 57. Highlands have improved 1 1/2. Malacca 2/6 and Rubber 3/8.

In shares continuing in demand, the price of the metal keeping steady after the recent recovery.

Dealers are again in enquiry at 52 1/2 to 53 1/2. Katoos have been dealt in at 10 1/2 premium, while Kamutings are in quiet demand at 1 1/2 premium. K. m. m. P. m. being in good favour has risen to 87, with transactions at the rate, but have since re-appeared slightly. Malayan Tin shows improvement of 3/3. Pahang 4 1/2 and Trunoh 50 cents. Trunoh South is wanted at 13 1/2; sellers asking 14 1/2. Tongkah (Maribou) came to business at 2 1/4 and 2 1/2. P. m. at 82.

Industrials are steady. Straits Trading being in enquiry at 48, and Eastern Smelting Preference at 21 1/2. Sellers holding on for 22 1/2; the Ordinary Shares being quiet at 85-86.

NOTICE

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OLYMPIC CONGRESS.

A Possible Danger.

The Olympic Congress—or, if you prefer, the Congress of the National Olympic Committees—held in Paris, was brought to an end this afternoon. The aim of the Congress was definitely to elaborate the programme of the coming Olympiad which, as you know, takes place at Berlin in 1916, says the *Sporting Chronicle* of June 26.

As I am penning these lines my mind is somewhat confused. I have heard uttered so many different opinions—some decidedly strange, in so many different languages—seen decisions taken and then contradicted, that all has become involved. Even the members of the Congress themselves were confused; for to-day, being the last sitting, they endeavoured to come back on previous uncertain decisions, and, over doing it, reversed some determinations which a few days back appeared irrevocable.

Thus the sports of Rugby, hockey, and archery, excluded "definitely" during the opening meetings of the Congress, were hastily admitted—Rugby and archery on the suggestion of France and hockey on the suggestion of America. Seeing this, some jokers from Austria proposed the inclusion of baseball and tobacco, but the suggestion was rejected.

True, the sports of Rugby, hockey, and archery are not obligatory, but I should be pleased to learn where the difference resides. Effectively the Congress has decided to abolish the general classification of nations at the end of the Olympic Games as in past years and to replace this classification by a different one for each sport. Therefore, how can there be any distinction between the sports that are obligatory and those that are not?

A Grave Declor.

The suppression of the general classification of nations at the end of the Olympiad appears to me important, and even serious. From my view point it will deprive the event of much interest and not unlikely do away with the Olympic Games altogether in time to come. I fear that gradually the winter sports will be held at one epoch and the summer sports at another; then a certain sport will be detached and perhaps a label in some other country for economical or other reasons, and it will be the start of a general dislocation.

And, don't you think that with the general classification abolished, each country will be able to arrange matters as to be, in the eyes of the folk, the winner of the games. Undoubtedly the change of classification appears grave in my eyes.

Fifteen sports have been adopted by the Congress as obligatory, and consequently there will be fifteen classifications. Appendix 3, the list, and details which are quite interesting to English readers.

Athletics: 100 metres, 200 metres, 400 metres, 1,500 metres,

5,000 metres, 10,000 metres, and Marathon (42 kilometres); Hurdles: 110 metres, 400 metres, and 3,000 metres; Relay race: 400 metres (4,100 metres), 1,800 metres (4,400 metres); Team race: 3,000 metres. Each team composed of five runners, three being qualified for the final.

Cross-country: 10,000 metres individual and team planches, each team composed of six runners, three qualifying.

Walking: 3,000 metres and 10,000 metres.

Field events: Running, high and long jumps, top, step, pole vaulting, throwing the javelin, discus, shot (56lb. and 16lb.).

Pentathlon: 200 metres and 1,500 metres (day), running long jump, throwing the javelin and discus.

Decathlon: 100 metres, 400 metres, 1,500 metres (day), 110 metres (hurdles), running, high and long jumps, pole vaulting, putting the weight (right and left hand), tug-of-war (eight athletes per team no-weight limit).

Swimming: Men, 100 metres, 400 metres, and 1,500 metres (free style); 100 metres, back; 200 metres, 400 metres, breast; 800 metres relay race, team of four swimmers (free style); water polo, a team for each nation; diving, three competitions. Women: 100 metres, 300 metres (free style); 400 metres, relay race, team of four; two diving competitions.

Cycling: Road, 150 to 250 kilometres race; Track: 1,000 metres, 50 kilometres; 2,000 metres tandem race, 4,000 metres.

Modern Pentathlon: Swimming: 300 metres; cross-country, 4,000 metres; shooting, distance 25 metres, 20 bullets; cross-country ride, 5,000 metres.

Rowing, lawn tennis, football (Association) shooting, fencing, wrestling (Greco-Roman and catch-as-catch-can), riding, yachting, boxing, and gymnastics compose the other sports. The regulations of these sports have not all been decided upon. In most cases the International Federations have been assigned to draw them up, thus for the sport of boxing an international body is being created specially for that effect.

New M.P. for Oxford.

In a special Court session at Oxford last month on the nomination of Sir Robert Morley, seconded by the Warden of Keble, Mr. Rowland Edmund Pether, of All Souls College, was elected to represent the University in Parliament. Mr. Pether is the agent to the Duke of Bedford.

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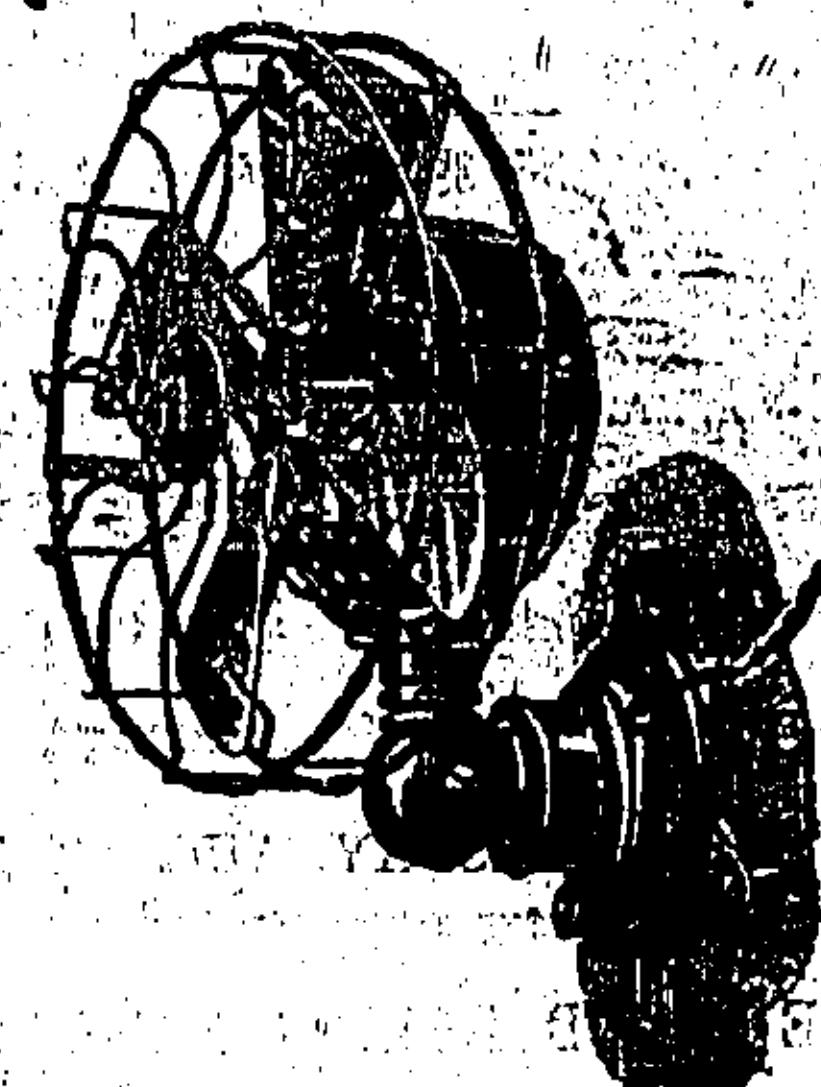
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OTHER WE HAVE BEEN ABLE TO GET IN ENGLAND." (Recent
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cash only).Advertisements and Subscriptions which are not ordered for a fixed
period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered
to subscribers by, the Dairy Farm Company, Ltd., Shameen,
Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information to serve the truth
and print the news without fear or favour.

請向本報經理處或各埠分館接洽大正四年八月四日

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C. 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, TUESDAY, AUGUST 4, 1914.

THE FLOOD RELIEF BAZAAR.

Another tangible indication of Hongkong's willingness and anxiety to help the many thousands who have suffered as a consequence of the disastrous floods in the West River district was provided by the opening of the big Chinese bazaar at West Point on Monday. We say Chinese bazaar because, although very many of the biggest and most valuable gifts thereto were from prominent European business houses, the whole organisation of the event, and the running thereof, has been entirely in Chinese hands. Those at the head of affairs, as well as all who have volunteered the smallest service, have worked together in a splendid spirit of co-operation, with the one end in view of securing the best possible results on behalf of their suffering countrymen, and for that reason, if for no other, they deserve all that they hope to attain.

The bazaar is to last for a week from the date of commencement, and it is really worth the while of all sections of the Colony's community to pay it a visit. Westerners will find it especially interesting. What is more, they can depend on securing really useful purchases, for, as we pointed out in our news columns on Monday, the one feature of the affair is that all, or nearly all, of the articles offered for sale are of an essentially practical type, the place is, in reality, a big general commodity store. In this respect, therefore—especially at the present moment—it should fulfil a most beneficial function to the community in general. We have made mention of the munificence of European firms in coming forward with gifts to the bazaar, and we may well touch on the point again to remark on the widespread character of this generosity. Almost every nationality is represented in the list of donors; some of the bigger firms have given costly contributions, and even the small traders have done their share in the matter. All this indicates a healthy and sympathetic spirit between the European and Chinese mercantile communities of the Colony, which should always be encouraged by every possible means. And events such as the one under notice will surely tend to strengthen the bonds at present existing.

As to the need for funds, there is, unhappily, no doubt. In some quarters the impression has gained ground, that the worst is now over, and that the needs of the people are not so pressing as some few weeks since. So far as the immediate relief of famine and suffering is concerned, this is quite true; but no one can have read the detailed reports of Mr. A.E. Wood on the situation without realising that the greater work—that of making good the damage done, in order to safeguard future crops—still lies ahead. All the funds that can be got together will be required. The organisers have set themselves a big task in raising from \$50,000 to \$75,000, the more so since circumstances are causing great commercial depression locally. But they deserve well, and we wish them all the success they themselves desire to attain.

Our Money Changers.

The suggestion has been made in these columns on more than one occasion that the Government pay some little attention to the Colony's regiment of money-changers in the direction of seeing that a fair rate of discount is allowed to persons changing notes into coin. The point we have made is that the patron of the money-changer is absolutely in the hands of the latter, as is shown by the fact that the rates of discount often vary between the different stalls, and what is more to the point, with the degree of innocence of the customer. Some folk are wise enough to catch the bland ones at their game; others, with less experience behind them, suffer by getting far less than their due.

From Bad to Worse.
In the past, conditions in this respect have been bad enough. They are far worse to-day. Hitherto, the average resident has always been able to get some idea of the discount due to him, from knowing the day's rate of exchange. Recently, however, when all ordinary exchange business has been stopped, everyone has been at a loss to know what the rate should be. But it seems that the money-changers are reaping a rich harvest, inasmuch as they now only give a cent discount on every dollar. The housewife is, of course, the sufferer at the moment, as the cost of necessities is slowly but surely rising. The main point, however, is whether there is some genuine reason for the lowering of the discount. If not, the Government should intervene in the public interest.

EUROPEAN CONSTABLE'S TRAGIC DEATH.

ACCIDENTALLY SHOTS HIMSELF.

Mishap With Automatic Revolver.

At the Central Police Headquarters, at midnight, Police Constable Miller, whilst fastening his revolver holster to his belt, previous to parading for duty, accidentally discharged his automatic revolver, the shot penetrating the abdomen and causing his death.

The deceased was about nineteen years of age and joined the Police Force about eight months ago. He was a native of Dorsetshire.

After the accident, the body was immediately conveyed to the Government Civil Hospital, where he died about twenty-five minutes after admission.

Strange to say, when Inspector Tanton examined the automatic pistol immediately after the accident he found that the safety catch was down, and there should therefore have been no danger.

In the charge room, where the accident happened, there were about eight other Europeans preparing for parade. As soon as the pistol discharged, the deceased collapsed into the arms of his comrades and became unconscious. The shot went through his stomach and was found by the doctor at the hospital located in deceased's body.

The funeral takes place at 5.30 this afternoon.

CHINESE AVIATOR.

Noted Airman Arrives in Hongkong.

Mr. Arthur Lum Yuen, the noted Chinese aviator of San Francisco, and Mr. Malcolm Longhead, aeroplane designer and constructor, were among the passengers of the S.S. China, which arrived to-day.

Mr. Yuen is the first Chinese graduate of the famous Curtiss Aviation School of Hammondsport, N.Y., and he has also won his International Pilot License from the Aero Club of America, by making a record landing of forty inches within a designated mark with his motorcraft off from three hundred feet in the air.

Mr. Yuen expects to give aerial exhibitions in all the large cities of China such as Canton, Shanghai, Tientsin, etc. Mr. Yuen is twenty-four years of age.

DAY BY DAY.

SEEK NOT TO BE RICH, BUT
HAPPY. THE ONE LIES IN BAGS,
THE OTHER IN CONTENT, WHICH
WEALTH CAN NEVER GIVE.—Pagan.

The Weather.
Lower level 8 a.m. Temp 84;
sunshine.
At the Peak 8 a.m. Temp 74;
fog.

The Mails.
European Mail via San Francisco
—Closed per S.S. Chiyo Maru
to day at 11 a.m.
Australian Mail.—Closes per S.S.
Kiyo Maru to-morrow at 10
a.m.
Canadian Mail.—Closes per S.S.
Tencer to-morrow at 2 p.m.

Count the Columns.
Yesterday the Telegraph
published 30 columns of solid
reading matter. To-day there
will be 30 published.

Canton Steamers.
Until further notice the Canton
night steamers are to leave daily
at 5 p.m.

Flood Relief Fund.
The Tung Wa Hospital Flood
Relief fund now totals
\$133,027.52.

Police Football Club.
A meeting of the Police Foot-
ball Club is to be held to-morrow
at the Central Station at 11.30
a.m.

Commander Bedwell.
Commander H. D. Bedwell of
the flagship Minotaur, China
Squadron, has been re-appointed
her navigating officer on promo-
tion.

To Consignees.
Consignees of cargo by the
Benvenue and the Indragree
are reminded that goods
undelivered after to-morrow will
be subject to rent.

To Command the Kinsha.
Commander H. D. Mairrat, just
promoted to that rank, has been
re-appointed to the command of
the river boat Kinsha, one of the
vessels maintained on the great
waterways of China.

Singapore Immigration.
The Colonial Secretary's Office
informs us that under quarantine
regulations, immigration is pro-
hibited into Singapore, on account
of plague, as there is no accom-
modation in the Quarantine
Stations.

To Hongkong.
Engineer-Commander J. Dawson
will relieve Engineer-Com-
mander Jennings at Hongkong in
charge of the machinery of the old
coast defence battleship Wivern,
Hongkong, and maintained there
as distilling ship and steam reserve
workshop for destroyers.

New Command.
On the 24th ult. Lieutenant-
Colonel J. S. Hobbs was to vacate
the command of the 2nd Battalion
Gloucestershire Regiment, Tien-
tzen, North China, and in the
usual course should be succeeded
by Major G. S. Tulloh, second in
command of the 2nd battalion at
home.

Reservists.

The Gloucestershire Regiment, N.
Cornwall Light Infantry, and York-
shire Light Infantry are amongst
the regiments which may bring
back reservists to the colours to
stiffen up the home battalions a
bit when the foreign drafts leave
in the coming months, says the
L and C. Express of July 10.
The reservists must be unmarried,
have at least two years of service
to put in, and they will not be
liable to foreign service.

Military Examinations.

The following officers of bat-
talions represented in the Far
Eastern Garrison have passed in
the subjects appended to their
names:—Cornwall Light Infan-
try, Captain T. R. Colville (d);
Yorkshire Light Infantry, Major
C. E. Heathcote, Part I. in tactical
science; Captain C. A. O'Hay-
ter (d); Lieutenant T. E. F. Penny
(d); Gloucestershire Regiment, Captain
R. D. Scott (d); Lieutenant H.
T. Ho-ford (d); Lieutenant J.
A. L. Caunter (d) and (j).

PORT OF HONGKONG.

Important Restrictions.

New Regulations in Force.

The following Hongkong
Government Gazette Extraordi-
nary has been issued under date of
yesterday:—

Harbour Master's Department.
No. 286.—The port of Hong-
kong was placed under Examina-
tion by the Naval Authorities at
11 a.m. on Sunday, the 2nd
August, 1914.

Public Traffic Regulations for the Port of Hongkong.

During the time that the Exa-
mination Service is in force, the
following Notices and Regulations
are to be observed by all Merchant
Shipping, including Junks, Boats,
Private Vessels and other craft,
approaching, entering, leaving or
moving within the Port.

Disobedience or disregard of
any of the orders herein contained
will render the offender liable to
be fined on without warning.

Attention is called to Notice to
Mariners No. 1, as issued by the
Admiralty on 1st January last,
concerning the following:—

Caution when approaching
British Ports.

Part I.—Closing of Ports.

Part II.—Examination Service.

ENTRANCE TO PORT.

Time of Arrival of Vessels.

(a.) Local Shipowners and
Agents are advised to time the
arrival of their vessels at Hong-
kong for daylight.

Notice of Arrivals

and Descriptions of Vessels.

(b.) Shipowners and agents
will facilitate the entry of their
vessels by giving previous notice
of the probable time of arrival to
the Colonial Harbour Master at
the Harbour Office, who will in-
form the Officer-in-charge of the
Examination Service.

Descriptions of the vessels,
tonnage, appearance, etc., should
also be forwarded so as to facilitate
recognition.

Restrictions on Merchant

Vessels Approaching the Port.

(c.)—(i.) The Western Entran-
ce (Lamma Channel) will be closed
except to River Traffic and Junks.

(ii.) River Traffic, wishing to
come through the Kap Sing Mun
Pass, is only to use the Western
Channel, i.e., between Ma Wan
and Lantau.

The Channels to the Northward
of Ma Wan and Chung Hae are
closed.

(iii.) All Merchant Shipping
other than junks, approaching
Hongkong from seaward will, if
possible, be warned by signal
from Waglan or Gap Rock, that
they must proceed to the Eastern
Examination Anchorage by the
Eastern (Tathong) Channel.

(iv.) Should an incoming
vessel not be warned by Waglan
or Gap Rock to go to the Eastern
Entrance, and should she make
for the Western Examination An-
chorage, one of the Examination
Steamers or a Patrol Boat will
close the incoming vessel and
direct her to go to the Eastern
Entrance.

(v.) The Port will be closed at
night, viz., 15 minutes after sun-
set to 15 minutes before sunrise,
or in foggy weather, during which
time no Merchant Vessel will be
allowed to enter the Port.

(vi.) No vessel carrying powder
or other explosives will be allowed
into the Port of Hongkong during
war, unless such vessel be on
Government Charter.

Disturbing Signals of

Examination Steamer.

(1.) By Day the distinguishing
flags for the Examination Steam-
ers will be a special flag (white
and red horizontal, surrounded
by a blue border) and a Blue
Ensign. Also three red vertical
balls if the Port is closed.

By Night the Examination
Steamers will carry:—

(1.) Three Red Vertical lights
if the Port is closed.

(2.) Three White Vertical
lights if the Port is open.

Two above lights will be carri-
ed in addition to the ordinary
navigation lights, and will show
an unbroken light all round the
horizon.

Signals Indicating "Port Closed."

When the Port is closed, i.e.,
when entrance to the Port is pro-
hibited, three Red vertical balls
by Day, or three Red vertical
lights by Night will be hoisted at
the following places in addition to

being hoisted in the Examination
Steamers:—

Eastern Entrance.....Cape
D'Aguilar.

Western Entrance.....Ma
Wan Custom Station and Green
Island.

Position of Examination
Anchorage:—

(e.) The Examination Anchor-
ages are as follows:—

Vessels are to proceed to them
and anchor, unless met by
Examination Steamer who will
direct them as to the procedure to
be followed.

Eastern Examination Anchor-
age:—Is marked on Admiralty
Charts in Chung Kwang O in the
space enclosed by the following
boundaries:—

North:—A line drawn from
Mian Chan S. 65° E. (true) for
a distance of 11½ cables.

South:—A line drawn from
Lyeun Point S. 63° E. (true)
for a distance of 12 cables.

East:—A line drawn N. 30°
E. (true) joining the extremities
of the above two lines.

Western Examination Anchor-
age as laid down in Admiralty
Charts is to the westward of
Stonecutter's Island in the space
enclosed by the following bound-
aries:—

North:—A line drawn from 10
foot rock off S.E. point of
Chung Hae S. 63° E. (true)
to Stonecutter's Island.

East:—A line drawn from the
part on Stonecutter's Island
where the above line
meets it S. 27° W. (true) for
a distance of 10 cables.

West:—A line drawn from 8
foot rock off South point of
Chung Hae S. 27° N. (true)
for a distance of 4.4 cables.

South:—A line drawn S. 63°
E. (true) joining the last two
positions.

Restrictions on Vessels in
Examination Anchorage.

The following instructions are
to be strictly observed:—

(i.) No person is permitted to
leave the ship, no boat is to be
lowered and no communication
with the shore whatever is per-
mitted from Merchant Vessels
proceeding to either of the
Examination Anchorages, nor
when they are anchored in either
of the Examination Anchorages,
without permission from an
Examining Officer.

(ii.) Merchant Vessels are not
to work cables nor to be moved
after they have anchored in either
of the Examination Anchorages,
without permission from an
Examining Officer.

At Night. Fog.

(iii.) No Merchant Vessel is
under any circumstances to
proceed inwards beyond the
Examination Anchorages be-
tween 15 minutes after sunset
and 15 minutes before sunrise,
nor during foggy weather, while
the Examination Service is in
force.

Bad Weather.

(iv.) Should the weather be too
bad to allow of Boarding being
carried out, Merchant Vessels
must remain in the Examination
Anchorage until boarded.

Wireless Telegraph Commu-
nication Forbidden.

(v.) Wireless Telegraph Com-
munication is forbidden from
ships in the Port. Vessels fitted
with Wireless Telegraph Ap-
paratus are to lower their aerial
on arrival within the precincts of
the Port. The Wireless Tele-
graph House will be locked and
sealed under the direction of an
Examining Officer, whose per-
mission is to be obtained before
the seal is broken on departure.

Signalling Forbidden.

(vi.) Merchant Vessels are not
permitted to communicate by
means of signals of any kind
whatsoever from or to the shore,
or to other vessels or craft of any
description, whilst at the Exa-
mination Anchorage.

Restrictions on Junks and
Native Craft.

(1.)—(i.) Junks on passage
from one Port to another are not
allowed to pass through the har-
bour of Hongkong, but must go
south of Hongkong Island.

Only Junks having trade with
the Port will be allowed to use
the Port.

(ii.) Junks wishing to "enter
the Harbour" are to proceed to the
Examination Anchorages for
Junks and anchor there.

Junks after having been passed
by the Junk Examining Officer,
will leave the Examination
Anchorage in tow of an Examina-
tion towing steamer which will
fly the special signal for Examina-

tion Steamer. They will be
towed over the Harbour
boundaries before being clipped.

No Junk will be allowed to
enter the Harbour in any other
manner.

(iii.) No Junk carrying powder
or any explosive will be allowed
to enter the harbour, unless such
Junk be on Government Charter.

(iv.) Junks entering from the
Western Examination Anchorage,
either by the Lamma Channel or
by the Western Kap Sing Mun.
They must not attempt to cross
an imaginary line joining the
western extremities of Stonecutter's
Island to Green Island, nor to pass
any of the following:—

Sulphur Channel,
The Channel to the North of
Ma Wan,
The Channel to the North of
Chung Hae,

all of which will be closed to
traffic.

Junk Examination Anchorages.
(v.) The Junk Examination
Anchorage are as follows:—

Eastern Junk Examination
Anchorage:—

Is in that portion of Chung
Kwang O (Junk Bay) north of a
line drawn from Mian Chan N.
87 degrees E. (true) to Bak Sin
Kok.

Western Junk Examination
Anchorage:—

Is the same as for other vessels.

(vi.) The restrictions for vessels
in the Examination Anchorages
also apply to Junks.

Pilotage.

(g.) The taking of Pilots is
optional.

Port Dues.

(h.) Merchant Vessels anchor-
ing in Examination Anchorages,
but not wishing to enter the Har-
bour, will not be charged Port
Dues.

PART II.

Movements Within the Port.

Control of Movements
within the Port.

(a.) The Local Authority for
controlling all movements within
the Harbour will be the Senior
Naval Officer.

The Water Police will provide
the force and carry out the duties
necessary to ensure that the
regulations are complied with.

The Harbour Boundaries are:—

West:—A line joining
Western end of Stonecutter's
Island and the Western end of
Green Island.

East:—A line across the
Lyemun Pass.

Restrictions on Vessels within
the Port at Night.

(b.)—(i.) No Vessel, boat or
craft of any description, except
Government Vessels and those
mentioned in paragraph (c), shall
be under weigh at night (viz.,
from 15 minutes after sunset to
15 minutes before sunrise) with-
out a special permit; such permit
is to be obtained from the Officer-
in-charge of the Examination
Service, (through the Colonial
Harbour Master at the Harbour
Office), and such permit shall only
warrant the doing of any act set
forth therein.

Fog.

(ii.) In thick or foggy weather,
no Merchant Vessels or craft of
any kind, except Government
Vessels or craft, shall be under
weigh.

Public Ferries.

(c.) All Public Ferries will cease
to run at night, (viz., from 15
minutes after sunset to 15 minutes
before sunrise), except the Kow-
loon and Yau-mai Ferry, which
may continue till midnight.

Approach to Government Estab-
lishments Prohibited.

(d.) Approach to Government
Vessels or Establishments is pro-
hibited without special permission
from the Senior Naval Officer.
Any Vessel or craft infringing
this order are liable to be fired
upon.

Patrol of Harbour.

(e.) The Harbour will be pat-
rolled by Steamboats manned by
Water Police, and such other
Naval Vessels as the Senior
Naval Officer may direct.

(f.) All craft having permission
to be under weigh at night are to
show the necessary Navigation
lights, as laid down in the regu-
lations for preventing Collision at
Sea.

PART III.

Vessels Leaving the Port.

Permission to be Obtained
before Leaving.

(a.) Merchant Vessels will be
permitted to leave the Port at
any time by day under the follow-
ing conditions:—

(b.) Junks will be permitted to
leave the Port at any time by day
under the following conditions:—

(c.) Junks will be permitted to
leave the Port at any time by day
under the following conditions:—

PORT OF HONGKONG.

(Continued from page 4.)

(1.) Application must be made to the Officer-in-charge of the Examination Service, through the Colonial Harbour Master at the Harbour Office.

(2.) Proposed time of departure is to be stated.

(3.) Application is not to be made till the day of sailing.

(4.) Instructions as to what signal will pass the vessel through the defence will be given to the Master, together with a written pass, signed by the Officer-in-charge of the Examination Service.

(5.) Without this pass no vessel is to attempt to leave.

(6.) Vessels must leave at their scheduled time, otherwise a fresh pass must be secured. Eastern Passage only to be used.

(7.) The Eastern Passage (viz., Lyman Pass) is the only one to be used by outgoing vessels except River Craft.

Junks.

(b.)-(i.) During the hours of daylight, (viz., 15 minutes before sunrise to 15 minutes after sunset), river and junk traffic may leave the Port by any channel except—

Eastern Kap Sing Mun.
Channel North of Chung Hue and Sulphur Channel.

Junks never to be under weigh at night.

(ii.) Junks may not be under weigh at night, (viz., from 15 minutes after sunset to 15 minutes before sunrise).

Pilgrage.

(c.) There are no special Pilotage regulations for outgoing vessels.

Night Tables.

(d.) A Table showing the Period of "Night" as defined for the purpose of these Regulations is attached. (Part V.)

G. W. BECKWITH, Commander, R.N.,
Harbour Master, &c.
3rd August, 1914.

EGYPTIAN COTTON GROWING.

Although attention is for the moment concentrated more on the necessity of obtaining an Empire supply of oil fuel, there is another commodity the supplies of which it is hardly less important to control. That commodity is cotton—the staple of our great Lancashire industry. For many years the English Cotton Growing Association has been promoting experiments in cotton-growing in our tropical dependencies with more or less success. Now Lord Kitchener is able to point to a development in Egypt which is likely to have a very profound effect on the whole problem. It has been found possible by irrigation and drainage to reclaim land in the Nile Delta that for ages has been lying an arid waste, and to grow cotton at profitable rates. The success of this experiment may lead to the planting of another million and a half acres of waste land on the Nile, to say nothing of the enormous area in the Sudan awaiting development. The significance of the enterprise is two-fold. Not only does it ensure supplies of raw material for Lancashire's looms and spindles, but it points the way to the economic development of our tropical dependencies. Cotton may be the key to a double prosperity.—*Globe*.

Hokkaido Coal.

H. B. M. Vice-Consul at Hakodate, Mr. G. B. Sansom, reports that the total output of coal in the Hokkaido in 1913 amounted to 2,026,805 tons, an increase of 141,060 tons on the previous year's output. The Yabari group of mines contributed 949,893 tons towards this total; other important mines were Sorachi with an output of 194,093 tons, Poronai 158,845 tons, and Honbetsu 107,545 tons.

Channel Tunnel.

Questioned by Colonel Phillips on the subject of the projected Channel tunnel, the Prime Minister in recent Parliamentary papers says the matter is still before the Committee of Imperial Defence. All relevant considerations will be taken into account.

TELEGRAMS.

SIR EDWARD GREY'S SPEECH.

(Continued from page 1)

If the independence of Belgium want the independence of Holland went also. He asked the House of Commons to consider the British interests at stake if we ran away—(U-hers). We had yet taken no engagement as regards sending an Expeditionary Force out of the country. We had mobilised the Fleet and the mobilisation of the Army was proceeding. We must be prepared, and we were prepared, to face the consequences, using all our strength at a moment—we knew not how soon—to defend ourselves.

If the situation developed as seemed probable, we should face it. He believed that when the country realised what was at stake it would support the Government with determination, resolution and endurance.—(Loud cheers).

Mr. Bonar Law said he warmly supported the Government. He referred, amid cheers, to the pledges of support given by the Dominions.

Mr. Redmond expressed Ireland's sympathy and said the Government could withdraw her troops from Ireland immediately—(Loud cheers). The coasts of Ireland would be defended by the sons of Ireland, Nationalists and Ulstermen.

Mr. Ramsay MacDonald affirmed that we should have remained neutral.

The House adjourned till seven o'clock. The House of Commons immediately passed all stages of the Bill suspending payment of Bills of Exchange and empowering moratorium.

Mr. Lloyd George announced that the Bank Holiday has been extended for three days.

Mr. Asquith received an ovation.

Army Mobilises.

Aug. 2, 5.45 p.m.

It is officially announced that the Army mobilises at midnight to-morrow.

Australia has placed her Fleet under the Admiralty's control. She also offers an Expeditionary Force of 20,000 men and will bear the maintenance thereof.

Russian Warship Ashore.

Aug. 3, 5 p.m.

Reuter's correspondent at Stockholm states that the Germans have occupied the Aland Islands.

Fishermen report that a large Russian warship is ashore.

The Aland Islands are a group of 300 small islands at the entrance of the Gulf of Bothnia, opposite Åbo. They were formerly Swedish, but were taken possession of by Russia in 1809.

New Zealand's Navy.

August 3, 1.15 p.m.

Reuter's correspondent at Wellington states that a Proclamation places the New Zealand Navy under the control of Britain. The Government has called up the Navy Reserve, and the authorities control the ports by precautionary measures.

August 3, 2.15 p.m.

Canada has called up the Naval Reservists, while partial mobilisation is taking place in Australia.

Aerial War Foreshadowed.

Reuter's Paris correspondent states that there is constant humming of aeroplanes leaving for the frontier.

The searchlight from the Eiffel Tower is being continuously operated through the night against airships.

Stringent punishment will be imposed on any attempt at profit-making by raising the prices of necessities.

Privy Council Considers Financial Measures.

Aug. 2, 6.10 p.m.

The Privy Council, this afternoon, considered exclusively financial measures.

Reported King Signs for a Moratorium.

Aug. 2, 6.10 p.m.

It is reported that the King has signed the proclamation for a moratorium.

Admiralty Takes Control of all Wireless in British Waters.

Aug. 2, 6.10 p.m.

In a special *Gazette* the Admiralty states that owing to the present emergency, it controls all wireless including that of foreign vessels in territorial waters.

Fifty Millions for British Defence.

Aug. 3, 12.15 a.m.

It is understood that the Government will ask Parliament for a defensive credit of fifty million pounds sterling.

Mr. Asquith to Speak To-morrow.

The Cabinet meets to-morrow, after which Mr. Asquith will make statements in Parliament.

West End Scenes—Soldiers and Sailors Cheered.

Aug. 3, 12.15 a.m.

Enthusiastic scenes took place in the West End last night and crowds wildly cheered the Ministers on leaving the Cabinet. Soldiers and sailors were also given an ovation.

Territorials Called from Training Camps to Headquarters.

August 3, 12.15 a.m.

The War Office has ordered the closing of the training camps and has also ordered the return of the Territorials to Headquarters.

North Sea Fishing Fleet Recalled.

Aug. 3, 12.15 a.m.

A Hull trawler has left to recall the fishing fleet in the North Sea.

(Special Pacific Service, to the Telegraph—Reuter.)

FRENCHMEN LEAVE PEKING.

Trains at Harbin Run to Time-tables.

Shanghai. Received August 3.

Reuter's correspondent at Peking reports that all available Frenchmen have been ordered to proceed homeward immediately.

Reuter's correspondent at Harbin states that there was much excitement yesterday owing to the mobilisation of a section of second class militia. The order was cancelled later. The mobilisation of the entire railway territory occurred owing to misunderstanding a telegram regarding the mobilisation of the Irkutsk Province. The trains have recommenced running according to the ordinary time tables.

The French reservists are leaving for Shanghai to-night.

DAIRY FARM NEWS.

NOTHING CAN EXCEL

OUR

DAISY BRAND

TABLE BUTTER.

IT IS PURE, DELICIOUS AND POSITIVELY

THE BEST BRAND

On the Market.

INSIST ON GETTING THE GENUINE ARTICLE.

DIARY OF WAR.

Development of the Crisis Step by Step.

June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

June 30.—Anti-Serbian Demonstrations in Vienna and Travaik.

July 1.—Martial law declared throughout Bosnia and Herzegovina.

July 3.—Serbian tri-colour burned in the neighbourhood of the Serbian Legation in Vienna.

July 3.—Thesemi-official *Post* Lloyd warns Belgrade of the necessity of an immediate change of tone.

July 9.—The *Lokal Anzeiger* (Berlin) says if responsibility for the murders is brought home to Serbians, Austria will have the support of the civilised world, especially Germany, in demanding justice from Belgrade. The same day the *Temps* correspondent at Belgrade states Austrian troops are concentrating on frontier.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpectedly severe. Semi-official *Post* Lloyd affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

July 26.—Russian request for extension of time on Serbia's behalf refused. Serbia accepts some Austrian demands and rejects others. Martial law in Austria-Hungary. Serbian capital transferred to Kragujevac.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Ozar, addressing Council of Ministers, declares:—"We have stood this thing for seven and a half years. This is enough."

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 29.—Austrians blockade Antivari. Panic in New York stock market. British Consols drop to 60½. Mr. Asquith announces that the situation is one of "extreme gravity." Serbians destroy bridge at Semlin. Austrians bombard Serbian positions, compelling evacuation. Two Serbian steamers captured. German troops move in response to Russian advance towards Wirballen.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames. Artillery duel between Serbians and Austrians five miles down river from Belgrade. Home Rule Amending Bill postponed. Britain presents "united front." Russian mobilisation in 52 Governments. 4,000,000 men placed on war footing.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed; Bank of

England rate 8 per cent. Bank Act suspended. Russians destroy railway bridge in Austria between Szekikowa and Granitz. New Zealand and Canada offer assistance.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England discount 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proskien; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Bialla. Germans invade France near Cirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—French papers state Britain will intervene with Expeditionary Force. German cruiser reported to be bombarding Libau. Severe fighting on River Dria between Serbians and Austrians. Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German acts of war. Russian fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet clears for action. Martial law at Malta. Sir Edward Grey's speech in Parliament.

Clyde Shipbuilding Output. The output of the Clyde shipbuilding yards during June amounted to 75,000 tons, which is the largest monthly total recorded this year.

It is stated that the total for the month of June has only once before been exceeded—in 1906. The figures raise the aggregate for the first half of the year to 275,000 tons, or 75,000 tons below that for the corresponding period of 1st year.

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SANDAKAN & SEBATTIK

(British North Borneo),

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

TO-DAY'S ADVERTISEMENTS.

KOWLOON CANTON RAILWAY.

Commencing from the 4th August Night Express Trains will depart from Canton at 5.15 p.m. for Hongkong and from Kowloon at 12.15 a.m. for Canton until further notice.

By Order, THE ADMINISTRATION, Chinese Section, Canton Kowloon Railway.

ROBERT BAKER, Acting Manager, British Section, Kowloon Canton Railway, Hongkong, 4th August, 1914.

WANTED.

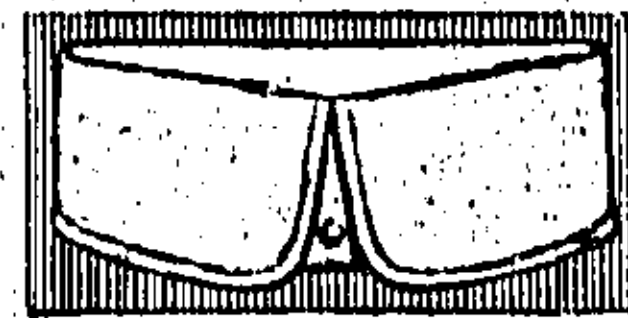
WANTED.—European, absolutely free from military service, seeks position as assistant in a mercantile firm, or in a bank. SAVOYARD, c/o Hongkong Telegraph.

Summit 40

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40 cts. each—6 for \$2.25.

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WILKINSON'S TANSAN LEMONADE,

WILKINSON'S TANSAN TONIC,

WILKINSON'S TANSAN SARSAPARILLA.

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CANADIAN PACIFIC
ROYAL MAIL
STEAMSHIP LINE.

From Hongkong	19th Aug.	Empress of India	16th Sept.
Empress of Russia	2nd Sept.	Empress of Asia	30th Sept.
Empress of Japan		Empress of Japan	14th Oct.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,525 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

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"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

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S.S. "Dunera," 5,339 tons, Capt. Dickinson, will be despatched for YOKOHAMA, KOBE & MOJI on 5th Aug. at 4 p.m.

S.S. "Japan," 5,013 tons, Capt. Seldoni, will be despatched for KOBE & MOJI on 12th Aug.

WESTWARD.

S.S. "Torilla," 5,305 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 5th Aug.

S.S. "Dilwara," 5,378 tons, Capt. Ramago, R.N.R. will be despatched as above on 7th August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

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Hongkong, July 4, 1914. Agents.

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Tables of Through rates to all European North Continental and British Ports, also Trieste, Genoa, Marseilles, Naples, and other Mediterranean Levant Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Scandia	14th Aug.
"	Sithonia	23rd Aug.
"	Liberia	11th Sept.
"	Allmark	18th Sept.
"	Arabia	9th Oct.
"	Württemberg	16th Oct.
Victoria, V'v'er, S'te T. & P. (Or.)	Uckermark	17th Sept.
"	Brasilia	12th Oct.
"	Sudmark	12th Nov.
Boston & New York (via Suez)	C. Ferd. Laciész	15th Aug.
Havre, Bremen & Hamburg	Markomannia	11th Aug.
M'les, R'dam, Hamburg & A'worp	O. J. D. Ahlers	22nd Aug.
Havre, Bremen & Hamburg	Senegambia	25th Aug.
Havre, Bremen & Hamburg	Dortmund	1st Sept.
Genoa, Havre & Hamburg	Holsatia	10th Sept.
H'burg & Antwerp	Saxonia	12th Sept.
Havre, Bremen & Hamburg	Scandia	21st Sept.
M'les, R'dam, Hamburg & A'worp	Sachsen	30th Sept.
Havre & Hamburg	Sithonia	1st Oct.

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THE JAPAN MAIL STEAMSHIP CO.

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Destination.	Steamers.	Sailing Date
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MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.....
Hirano Maru T. 16,000 {WEDNES., 12th Aug. at 10 a.m.
Katori Maru T. 20,000 {WEDNES., 26th Aug. at 10 a.m.

VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, Shimizu and Yokohama.....
Aki Maru T. 12,500 {THURS., 13th Aug. at 4 p.m.
Sado Maru T. 12,500 {TUESDAY, 25th Aug.

Not calling at Shanghai.

SYDNEY & MELBOURNE, via Manila, Thureday Island, Townsville and Brisbane.....
Kumano Maru T. 9,300 {WEDNES., 26th Aug. at noon.
Tango Maru T. 13,500 {WED., 23rd Sept. at noon.

CALCUTTA, via S'poro, Penang & Rangoon.....
Sahuki Maru T. 12,500 {SATURDAY, 8th Aug.

BOMBAY via Singapore and Colombo.....
Colombo Maru T. 5,000 {MONDAY, 17th Aug.

NAGASAKI, Kobe & Yokohama.....
Tango Maru T. 9,600 {TUESDAY, 25th Aug. at 5 p.m.

SHANGHAI, Moji and Kobe.....
Rangoon Maru T. 12,500 {WEDNESDAY, 12th Aug.

KOBE & Yokohama.....
Kashima Maru T. 20,000 {WEDNES., 12th Aug. at 11 a.m.

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Return.	Return.	Return.	Return.	Return.
1st class.....	\$135	\$129	\$108	\$95
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For	Steamers.	To Sail.
MANILA, CEBU & ILOILO.....	Taming.	4th Aug. at 4 p.m.
HOIHOW & H'PHONG.....	Kailong	5th Aug. at 10 a.m.
SHANGHAI.....	Shaohsing	5th Aug. at noon
SHANGHAI.....	Anhui	6th Aug. at 4 p.m.
SHANGHAI & TSINGTAU.....	Yingchow	8th Aug. at 4 p.m.
MANILA, CEBU & ILOILO.....	Tean	11th Aug. at 4 p.m.
SHANGHAI.....	Liangchow	11th Aug. at 4 p.m.
W'WEI & TIEN'SIN.....	Kueichow	16th Aug. at 4 p.m.

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N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

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The S.S. Kiev, 5,566 R.T. Commander Stetzy, is expected to arrive here on or about the 10th day of August, 1914.

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Regular Fortnightly Service between

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Steamer	From	Will leave on or about
Tilpanas.....	JAVA	1st half Aug.
Tilmanah.....	JAPAN	1st half Aug.
Tilbodas.....	JAVA	1st half Aug.
Tilmanock.....	JAPAN	1st half Aug.
Tilalajap.....	JAVA	2nd half Aug.
Tilhini.....	JAPAN	2nd half Aug.
Tilroem.....	JAVA	2nd half Aug.
	S'HAJ	1st half Sept.

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Steamer.	Displacement	Tons & Speed	Leave Hongkong.
Chiyo Maru	22,000 - 21 knots	Tues.,	4th August.
Tenyo Maru	22,000 - 21 knots	Tues.,	25th August.
Nippon Maru	11,000 - 18 knots	Tues.,	8th Sept.
Shinyo Maru	22,000 - 21 knots	Tues.,	22nd Sept.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60.

" " San Francisco £45.

" " " £38.

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VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams		31st July, 10 a.m.
Empire	4th Aug.	28th Aug.
St. Albans	22nd Aug.	18th Sept.
Eastern	12th Sept.	9th Oct.

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FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins	TUESDAY, 4th Aug. at 11 a.m.
Haiching	W. C. Passmore	TUESDAY, 11th Aug. at 11 a.m.

FOR AMOY AND FOOCHOW.

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	SATUR., 8th Aug. at 2 p.m.
Haimun	A. H. Stewart	WEDNES., 5th Aug. at 11 a.m.
Haimun	A. H. Stewart	SUNDAY, 9th Aug. at 10 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

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LOG BOOK.

Great Turbine Liners.
The large steamer Transylvania, which was launched at Greenock recently, for the service of the Anchor Line between Genoa, Naples, and New York, is the latest, and one of the largest vessels—if not indeed the largest—which has yet been built for this type of propelling machinery. She is of over 14,000 tons gross, and she will have twin screws driven by Parsons turbines having their power transmitted through Parsons helical gearing. A sister ship—the Tuscania—is being built at Glasgow for the same service, and will probably be launched in July or August. One interesting fact about the vessels is that, though they are practically sister ships, the Transylvania was ordered by the Cunard Company and the Tuscania by the Anchor Line, the former for the Cunard Company's service between Fiume and New York. There is, however, a close working arrangement between the two companies, and the transference later of the Greenock-built vessel from Cunard to Anchor Line ownership is really only a transference from one branch of the same owner's service to another. There is a similar close agreement between the Anchor Line and the Brocklebank Line, and for the combination two new vessels are being built at Glasgow. One is to be propelled by twin-screw geared turbines, and the other by the most modern type of reciprocating engines, and as the boiler-power of the two is to be alike the owners will be able to compare most effectively the working of the different types of machinery. The vessels are of 7,500 tons gross, and are designed for service between Glasgow and the East, through the Suez Canal.

Canada's Mercantile Marine.
The annual report on shipping (recently issued by the Department of Marine and Fisheries at Ottawa) shows that the number of vessels on the registered books of the Dominion on December 31, 1913, was 8,543. These figures represent an increase for the year of 115 vessels. The number of steamers on the register on the same date was 3,847, with a gross tonnage of 711,512. No fewer than 344 new vessels were built and registered in the Dominion in 1913. It is estimated that 43,968 men and boys (inclusive of the master) were employed on ships registered in Canada during the year 1913.

The Cost of Sea Fogs.
In the London marine insurance market recently the cost of the recent sea fogs was freely discussed. The two new examples were the strandings of the California on Tory Island and the Lord Antim off the Portuguese coast; but accidents in fog have been numerous and important ever since the Empress of Ireland came to grief at the end of June. Vessels involved during June include the Kaiser Wilhelm II., Inchmore, Bulow, Gotthard, Duploir, and Datotree. And steamers of the liner class have within the past few weeks had their full share of mishaps of one kind or another. On a Saturday the names of three appeared in the Casualty Book at Lloyd's—the Dorothy, Kinkok, and Osterly—while next day, in addition to the stranding of the California, there were the beaching of the Pardo in the Plate, seriously damaged by collision, and the stranding of the Van Oloon in the Dutch East Indies.

Calcutta Police.
In the annual report for the year 1913 on the working of the Calcutta police force, the Commissioner of Police pointed out that over two lakhs of rupees in the way of house rent was spent during the period under report. Efforts it is understood, are in progress to reduce such a large expenditure. Certain European and Indian C.I.D. officers who are at present supplied with expensive quarters in different portions of the city, will be provided with suites of apartments in the same building.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.
"ALEXANDRA" OAT.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
SHANGHAI	Esang	Wed., 5th Aug. at noon
SHANGHAI	Wingsang	Fri., 7th Aug. at noon
MANILA	Yuensang	Sat., 8th Aug. at 2 p.m.
TIENSIN	Cheongshing	Sun., 9th Aug. at 2 p.m.
S'PORE, Pang & C'utta	Laisang	Mon., 10th Aug. at 2 p.m.
SHAI, Kobe & Moji	Yatshing	Tue., 11th Aug. at 2 p.m.
Y'HAMA, Kobe & Moji	Namsang	Wed., 12th Aug. at 2 p.m.
MANILA	Loonsang	Sat., 15th Aug. at 2 p.m.

Return Tours to Japan

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 15 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage,

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General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Homeward.

For Steamers Date of Sailing

LONDON & ANTWERP... Carnarvonshire31st Aug.

Trans-Pacific "Shire" & "Glen" Joint Service.

TORIA VVER STLE Den of Airie10th Aug.

VTORIA VVER STLE Merionethshire8th Sept.

VTORIA VVER STLE Cardiganshire30th Sept.

CARGO accepted on Through Bills of Lading to all ports in Europe and North and South America.

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

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THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEWELTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6". Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

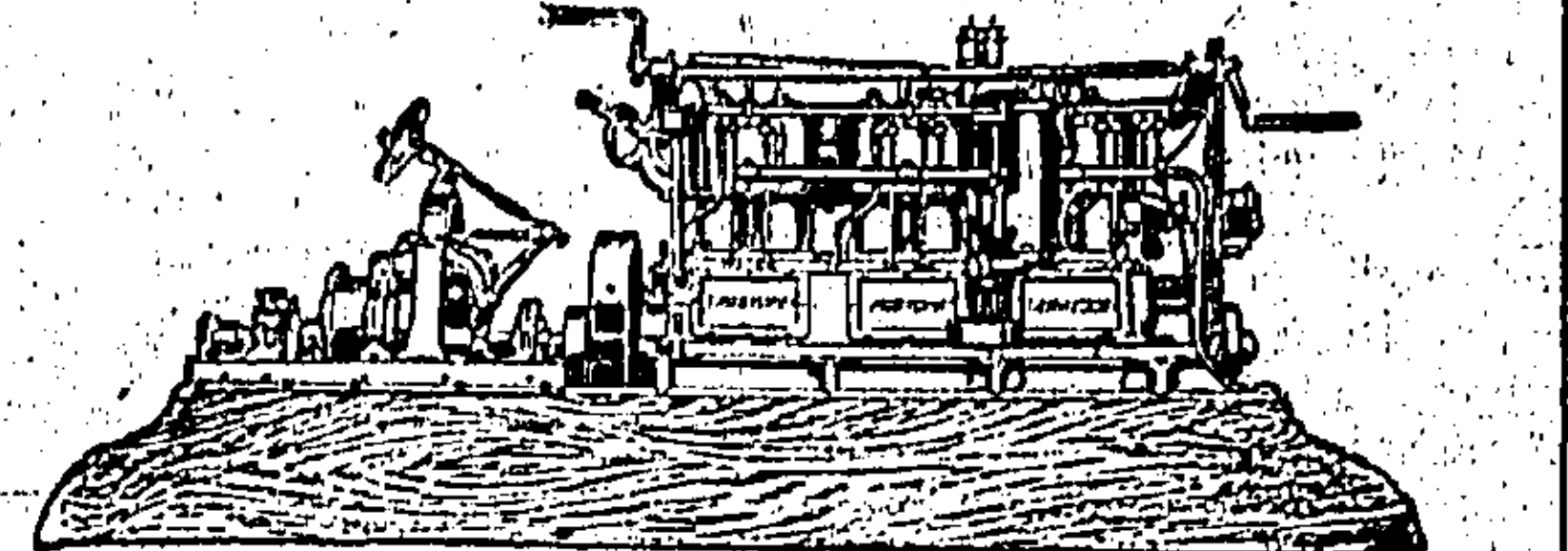
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 7-1/2

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C.G. type Motor and Reserve Gear.

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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To.	To be Despatched.
T'to, Fiume V'co, via S'pore etc.	Silesia	S. W. Co.	5, Aug.
London & A'werp via S'pore etc.	Syria	P. & O.	5, Aug.
N'les, G'oa, A'rs, L'bon S'ton, &c.	P.E. Friedrich	M. & Co.	5, Aug.
Genoa, Dunkirk & Hamburg	Frisia	H. A. L.	7, Aug.
London Hull & Antwerp	Glenloch	S. T. Co.	10, Aug.
Havre B'men & Hamburg &c.	M'konianna	H. A. L.	11, Aug.
Marseilles via Ports	Amazona	M. M. Co.	11, Aug.
Marseilles, London & Antwerp	Hirano Maru	N. Y. K.	12, Aug.
London, via Usual Ports of Call	Delta	P. & O.	15, Aug.
M'los, R'dam, Hamburg & A'werp	O.D.J. Ahlers	H. A. L.	22, Aug.
Havre, Emden & H'burg	Senegambia	H. A. L.	23, Aug.
London & Antwerp	Carshire	J. M. Co.	31, Aug.
H're, H'burg, A'werp &c.	Dortmund	H. A. L.	1, Sept.
Genoa, Havre & H'burg	Holstein	H. A. L.	10, Sept.
Hamburg & Antwerp &c.	Saxonia	H. A. L.	12, Sept.
Havre, Bremen & H'burg &c.	Scandia	H. A. L.	21, Sept.
R'dam, H'burg & Antwerp &c.	Sachsen	H. A. L.	30, Sept.

NEW YORK, SAN FRANCISCO AND CANADA.

Boston and New York via Ports	Royal	A.K. & Co.	5, Aug.
and Suez Canal	Prince	B. & S.	5, Aug.
V'toria, Tacoma, Seattle etc.	Toucor	C. P. R.	5, Aug.
Vancouver via S'hai & Japan &c.	E. of Asia	O. S. K.	6, Aug.
Via, B.C., T'm via K'lung, Japan	Tacoma M.		
Victoria, Vancouver, Seattle,			
Tacoma & Portland			
San F'co via S'hai & Japan &c.	Den of Airie	J. M. Co.	10, Aug.
Seattle via Nagasaki etc.	China	P. M. Co.	12, Aug.
Boston & New York	Minnesota	N. Y. K.	14, Aug.
V'toria, B.C., & T'm via S'hai &c.	C. F. Laeiz	H. A. L.	15, Aug.
San Francisco, via Shanghai,	Panama M.	O. S. K.	19, Aug.
M'la, Japan and Honolulu	Tenyo M.	T. K. K.	25, Aug.
New York	St. Egbert	D. & Co.	25, Aug.
San Francisco, via Shanghai,			
M'la, Japan and Honolulu			
Vancouver via S'hai, Japan etc.,	Nippon M.	T. K. K.	8, Sept.
Victoria, V'wer, S'tle & P. (Or.)	Monteagle	C. P. R.	9, Sept.
V'toria, V'wer, S'tle & P'land (Or.)	Belgravia	H. A. L.	17, Sept.
	Brasilia	H. A. L.	12, Oct.

AUSTRALIA.

From Antle	Onsang	B. & Co.	5, Aug.
Australian Ports	P. Waldemar	M. & Co.	8, Aug.
Australian Ports via Manila	Changsha	B. & S.	14, Aug.
Australian Ports via Manila	Kumano M.	N. Y. K.	26, Aug.
Australian Ports via Manila	Empire	G. L. Co.	28, Aug.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai, Moji, Kobe & Y'hama	Sardinia	P. & O.	5, Aug.
Shanghai, N'aki, Kobe & Yokohama	P. Alice	M. & Co.	5, Aug.
Swatow	D. L. Co.		5, Aug.
Shanghai	Shaohsing	B. & S.	5, Aug.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	7, Aug.
Kobe and Moji	Japan	D. S. Co.	8, Aug.
Kobe and Moji	Riojun M.	D. & Co.	9, Aug.
Shanghai, Kobe and Yokohama	Cordillere	M. M. Co.	10, Aug.
Shanghai, Kobe & Yokohama	Rangoon M.	N. Y. K.	12, Aug.
Shanghai, Kobe & Moji	Yatshing	J. M. Co.	12, Aug.
Kobe and Yokohama	Kashima M.	N. Y. K.	12, Aug.
Bombay via Singapore, etc.	Indo M.	O. S. K.	12, Aug.
Shanghai	Himalaya	P. & O.	13, Aug.
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Moji & Kobe	Kanagawa M.	N. Y. K.	14, Aug.
Jessellton, Kudat and Sandakan	Borneo	M. & Co.	15, Aug.
Kobe	Coblentz	M. & Co.	19, Aug.
Shanghai, Kobe and Yokohama	H. A. L.		23, Aug.
Shanghai, Kobe and Yokohama	Polynesian	M. M.	24, Aug.
Nagasaki, Kobe and Yokohama	N. Y. K.		25, Aug.
Kobe and Moji	Banri M.	D. & Co.	6, Sept.
Shanghai, Kobe and Yokohama	Liberia	H. A. L.	11, Sept.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	18, Sept.
S'pore, Batavia, Cheribon, etc.	Riojun M.	D. & Co.	22, Sept.
Singapore, Mauritius and South			
African Ports	Salamis	B. L. L.	25, Oct.
Batavia, Cheribon, Samarang, &c.	Tylobas	J. C. J. L.	Q. deep.
Japan	Tylobas	J. C. J. L.	Q. deep.
Batavia	Tylobas	J. C. J. L.	Q. deep.
Batavia, Cheribon, Samarang, &c.	Tylobas	J. C. J. L.	Q. deep.
Shanghai	Tylobas	J. C. J. L.	Q. deep.
Japan	Tylobas	J. C. J. L.	Q. deep.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessel.
Pakhoi	Kaifong
Australia	Aldenhani
Mexico	Kiyo Maru
Shanghai	Esang
Canada	Teucor
India	Jinsen Maru

CANADIAN MAIL

The C.P.R. s.s. EMPRESS OF JAPAN

left Vancouver on July 23rd, a.m.

The C.P.R. s.s. EMPRESS OF RUSSIA

left Yokohama between 2 & 4 p.m. July 21.

The C.P.R. s.s. EMPRESS OF INDIA

left Nagasaki at 7 p.m. on July 20, and was

due to arrive at Kobe at 6 a.m. on July 31.

The C.P.R. s.s. EMPRESS OF RUSSIA

arrived at Vancouver between 2 & 4 p.m.

on July 30.

AMERICAN MAIL

The P. M. s.s. CHINA sailed from Yokohama on Wednesday, July 22, for Hongkong via Manila.

The P. M. s.s. MANCHURIA sailed from Yokohama Wednesday, July 29, for Hongkong via Manila. The United States Mail has been transferred to the North German Lloyd s.s. PRINZ WILHELM scheduled to arrive at Hongkong on Thursday, August 6.

AUSTRALIAN MAIL

The A. O. Line s.s. CHANGSHA left Port Darwin on 27th July, for Hongkong via Zamboanga and Manila and may be expected to arrive here on or about 8th August.

GERMAN MAIL

The I. G. M. s.s. PRINCESS ALICE carrying the German Mails with dates from Berlin of the 8th July, left Colombo on Sunday, the 16th July, and may be expected here on or about Wednesday, the 3th August.

MERCHANT STEAMERS.

The I. C. S. N. s.s. YATSHING left Calcutta on the 22nd July, and is due at Hongkong on the 7th Aug.

The I. C. S. N. s.s. NAMSANG left Calcutta on the 26th July, and is due at Hongkong on the 11th Aug.

The S. L. s.s. DEN OF AIRIE will leave Singapore on the 4th Aug., and is due at Hongkong on the 10th August.

The S. L. s.s. CARNARVONSHIRE from Vancouver is due at Hongkong on the 26th Aug.

The East Asiatic Co's s.s. SIAM left Port Said on Monday the 13th inst. and may be expected here on or about 18th August.

The Nanyo Yusen Kuni s.s. RIOJUN MARU left Sourabaya on the 30th July, and is therefore expected to arrive here on the 6th August.

The P. & O. s.s. SARDINIA left Singapore for this Port on the 31st ultimo, at 2.30 p.m., and is due here on the 8th instant at about 11 a.m.

The P. & O. s.s. NUBIA is expected to arrive at Colombo on the 6th August at 6 a.m.

The Mogul Line s.s. LENNOX sailed from Singapore yesterday and is therefore expected to arrive here on Sunday the 9th instant.

TIDE TABLE.

3rd Aug. to 9th Aug., 1914.

Day	High Water	Low Water
3rd Aug.	11.15	5.15
4th Aug.	11.30	5.30
5th Aug.	11.45	5.45
6th Aug.	12.00	5.60
7th Aug.	12.15	5.75
8th Aug.	12.30	5.90
9th Aug.	12.45	6.05

m morning. a afternoon.

VESSELS IN PORT.

Steamers.

Demodocus, Br. s.s. 6,689, A. E. Dodd 12th July—Singapore, 7th July, Gen.—Order.	Lyceum, Ger. s.s. 1,238, E. Abshagen, 13th July—Saigon, 10th July Rice—Chinese.	Sulung, Br. s.s. 1,737, Simpson, 13th July—Freemantle, Gen.—J. M. & Co.	Nelus, Br. s.s. 6,684, D. Maclean, 10th July—Singapore, 13th July, Gen.—D. & S.	Kannuk, Br. s.s. 2,533, T. J. Archbold 17th July—Haiphong, Gen.—S. O. Co.	Skerries, Br. s.s. 2,053, 21st July—Java, 12th July, Sugar—J. O. J. L.	Mondip Range, Br. s.s. 2,095, Foxworthy, 23rd July—Moji, 16th July, Coal—G. & Co.	Onang, Br. s.s. 1,757, Picknell, 22nd July—Java, 12th July, Sugar—J. M. & Co.	Haldia, Br. s.s. 1,465, J. Jorgensen, 23rd July—Amoy, 22nd July, Gen.—J. C. J. L.	Kwango, Br. s.s. 1,502, G. J. Spink, 23rd July—Swatow, 22nd July, Ballast—B. & S.	Derwent, Br. s.s. 1,353, J. Jenkins, 25th July—Saigon, 21st July, Rice—Chinese.	Lokang, Br. s.s. 978, P. W. Ritchie, 26th July—Chaofo, 20th July, Gen.—J. M. & Co.	Shinsei Maru, Jap. s.s. 1,054, Tomisawa, 27th July—Kwangsu, 24th July—Cement Stone—Suzuki & Co.	Swanley, Br. s.s. 2,907, W. E. Stolle, 27th July—Manila, Gen.—O. & Co.	Manhe, Br. s.s. 993, Cordia, 28th July—Hoikow, 28th July, Rice—B. & S.	Aldenhani, Br. s.s. 2,410, G. L. Smith, 29th July—Moji, 3rd July, Gen.—G. L. & Co.	E. of Asia, Br. s.s. 3,883, S. Robinson, 29th July—Vancouver, 9th July, Gen.—C.P.R.	Indraeco, Br. s.s. 3,507, B. E. Evans, 29th July—New York, 15th June Gen.—S. T. & Co.	Rubi, Am. s.s. 1,408, M. J. Miller, 29th July—Manila, 25th July, Gen.—S. T. & Co.	Tilpanas, Dut. s.s. de Lange, 29th July—Batavia, 20th July, Gen.—J. O. J. L.	Aki Maru, Jap. s.s. 4,002, J. Noma, 30th July—Shanghai, 25th July, Gen.—N. Y. K.	Chenan, Br. s.s. 1,354, W. A. Jones, 31st July—Shanghai, 25th July, B. & S.	Chidh, Am. s.s. 3,971, Gunterich, 24th July—Singapore, 24th July—Gen.—S. T. & Co.	Loekum, Ger. s.s. 1,108, W. Taubert, 30th July—Swatow, 29th July, Rice—B. & S.	Minerston, Am. s.s. 2,071, Garlick, 30th July—Manila, 25th July, Gen.—N. Y. K.	Tintau, Ger. s.s. 1,002, J. Haynes, 30th July—Bangkok, 23rd July, Gen.—B. & S.	Seang Bay, Br. s.s. 3,784, J. Travis, 30th July—Singapore, 29th July, Gen.—Chinese.	Tacoma Maru, Jap. s.s. T. Hamada, 30th July—Manila, 27th July, Gen.—O. S. K.	Teucer, Br. s.s. 5,809, Yarwood, 31st July—Manila, 28th July, Gen.—B. & S.	Wimbleton, Br. s.s. 2,054, Cantell, 30th July—Ching-wan-tao, Coal—D. & Co.	Anhui, Br. s.s. 1,354, M. Eddy, 3rd inst.—Shanghai, 31st ult., Gen.—B. & S.	Chingchow, Br. s.s. 1,193, J. Donie, 3rd inst.—Kwangsu, 31st ult., Gen.—S. T. & Co.	Daiton Maru, Jap. s.s. 2,624, N. Nakagawa, 2nd inst.—Daiton 27th ult., Gen.—M. B. K.	Idomocous, Br. s.s. 3,370, Wallace, 2nd inst.—Singapore, 27th ult., Gen.—B. & S.	Ixion, Br. s.s. 6,537, J. Rupenhansen, 2nd inst.—Victoria B.O., 8th ult., Gen.—B. and S.	Tjilwong, Dut. s.s. A. Oldenburger, 2nd inst.—Milke, 27th ult., Gen.—J. C. J. L.	Taiwan Maru, Jap. s.s. 1,720, Y. Kato, 2nd inst.—Chaofo, 28th ult., Gen.—O. S. K.	Socotra, Br. s.s. 3,890, R. P. Stevenson, 2nd inst.—Singapore, 27th ult., Gen.—P. & O.	Shaoching, Br. s.s. 1,307, Tuobben, 1st inst.—Shanghai, 28th ult., Gen.—B. & S.	Trocas, Br. s.s. 3,894, Pearson, 3rd inst.—Hankow, 27th ult., Bulk oil—A. P. & Co.
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THE AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	8th Aug.	14th Aug.
TAIWAN	12th Sept.	16th Sept.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

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SUMMER EXCURSIONS TO JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE, PACIFIC MAIL S.S. CO, TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00, KOBE \$135.00, YOKOHAMA \$150.00

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return VIA MANILA without additional charge by steamer calling at that Port, so indicated in schedule of sailings above.

The Steamers operated by the Companies named are the largest, fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM

JAPAN PORTS.

From JAPAN. To JAPAN.

10 JAPAN.									
Y'HAMA LEAVE	Kobe LEAVE	NAGASAKI LEAVE	H'KONG ARRIVE	STEAMER	H'KONG LEAVE	NAGASAKI ARRIVE	Kobe ARRIVE	Y'HAMA ARRIVE	
—	—	—	—	OHIO MARU	4 Aug.	10 Aug.	12 Aug.	14 Aug.	
20 July	21 July	22 July	23 July	E. OF ASIA	11	17	19	21	
24	25	26	27 Aug.	CHINA	18	24	26	28	
28	29	30	31	MANCHURIA	25	31	33	35	
31 Aug.	1 Aug.	2	3	E. OF JAPAN	25	31	33	35	
7	8	9	10	TEIYO MARU	31	37	39	41	
9	10	11	12	RIE OF RUSSIA	31	37	39	41	
15	16	17	18	—	7 Sept.	13 Sept.	15	17	
17	18	19	20	—	7	13	15	17	
23	24	25	26	NIPPON MARU	7	13	15	17	
25	26	27	28	MOSTEAGLE	7	13	15	17	
27	28	29	30	MONOCHIA	7	13	15	17	
30	31	1 Sept.	2 Sept.	E. OF INDIA	7	13	15	17	
1 Sept.	2 Sept.	3 Sept.	4 Sept.	MINATO MARU	7	13	15	17	
3	4	5	6	—	7	13	15	17	
5	6	7	8	E. OF ASIA	7	13	15	17	
11	12	13	14	KOREA	7	13	15	17	
13	14	15	16	E. OF JAPAN	7	13	15	17	
17	18	19	20	—	7	13	15	17	
Oct.	Oct.	Oct.	Oct.	—	7	13	15	17	

Returning via Manila.
Going via Manila.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, AUGUST 4, 1914.

THE HONGKONG LAND INVESTMENT CO.

Further Letter by Mr. Gershom Stewart, M.P.

The following is from the London and China Express of July 10:—

Dear Sir,—I enclose copy of a letter which I addressed to the Secretary of the Hongkong Land Investment Company on April 22 last, to which I have had no reply. I send it to you for publication, so that shareholders who are interested in this matter may know the position. It might be well for company promoters in Hongkong to bear in mind that if the present Finance Bill is carried, as put forward, all dividends in Hongkong on stocks held by home shareholders will be liable to income tax. That is, of course, an entirely new liability, and if it is not met by good management in Hongkong it will act as an inducement to shareholders to withdraw their capital from the Colony and keep their money more closely under their own supervision. Shareholders can draw their own conclusions from the silence of the company in not replying to my letter.—

Yours truly,

G. STEWART.

House of Commons, July 7, 1914.
Whiteholme, Hove, Cheshire,
April 22, 1914.

To the Secretary,
Hongkong Land Investment Co.,
Hongkong.

Dear Sir,—The last statement of accounts and the chairman's speech have been read with interest by home shareholders.

The speech strikes some of us as somewhat meagre and unsympathetic, and does not compare favourably with the interesting and informing speech of the chairman of the Shanghai Land Company, who really told the shareholders something about their own property.

I submit that it is merely playing with words to say that the Reclamation Company and the Land Company are not rival companies; the fact that the Land Company invested in the Reclamation Company at all is an admission that the business is of an analogous nature, and two companies doing analogous business in a small place must necessarily sometimes clash, and the moment that happens they are rival companies. For instance, in the public press of Jan. 30 the Reclamation Company reports a profit of \$58,185.39 on land sales in Kennedy Town, and the chairman, who is also our chairman, said that the Reclamation Company had acquired the property years ago.

This clearly shows that the competition with the Land Investment Company (in Hongkong itself) has been going on for years, whereas your letter to me of March 31, 1913, states that the Reclamation Company had so far confined its operations to Kowloon alone.

Home Shareholders.—The chairman refers to these as being represented by attorneys in Hongkong; that is doubtless true, but, as probably the bulk of them are represented by banks who never take sides in a matter of this kind, the absent shareholders are practically disfranchised.

Reclamations.—We note that our directors now contemplate extensive reclamations towards Praya East, and they may be quite right in their enterprise, but those of us who have been away for some time remember that district as unprogressive and almost derelict, and we naturally ask ourselves, if it be wise to reclaim there, why was it so unwise to reclaim in progressive Kowloon that we sold Marine Lot No. 49 to the Reclamation Company, who

have made such a handsome thing out of our old property?

Accounts.—In looking at these, the first thing to note is that, although the year under review was a record one for immigration into the Colony, the Land Company has not earned its dividend of 7 per cent., which is only obtained by diminishing the amount carried forward on Dec. 31, 1912, from \$10,814.83 to \$9,550.68 on Dec. 31, 1913, for which the shareholders have paid the managing directors \$20,437.10, and in addition directors' fees of \$7,500.

Mortgages.—The accounts state that we have \$86,000 advanced on mortgage, but that we receive as interest on mortgages \$21,232.51, which can hardly be a correct statement.

Share Investments.—The amount of our holdings is stated at \$271,218.70, but the profit and loss account shows no dividend on these shares; the accounts specifying rent, commission, and scrip fees, are our only sources of revenue. May I ask what these shares are, and how the amount specified is arrived at? We hold, as is well known, 2,000 shares in the Reclamation Company; these are no doubt at a premium, but the chairman in his speech says that the company does not write up its property if it advances in value.

Directors' Fees.—The present and recent accounts make one very interesting point clear—that whereas our net assets in 1902 worked out as follows:—

Capital	\$ 5,000,000
Reserve	750,000
Cash carried forward	51,707.23
	\$5,801,707.23

The same three items in the last accounts show a total of

Or a shrinkage of

Whereas we have paid our managing directors in the same period

And our directors

Or a total of

showing that our Board has received generous treatment; and it may well occur to shareholders to ask what they are getting for their money. If the charges are in accordance with the Articles of Association, as I have no doubt they are, then it is getting time to alter the articles, and perhaps you will kindly inform me what the necessary majority is to effect this, should it be desired?

Accounts payable amount to \$1,305,046.07; and it would be interesting to know to whom the money is due, and for what purpose such a large liability has been incurred?

It is interesting to note that although war and revolution have swept across Shanghai, the shares in the Shanghai Land Company are at 80 to 90 per cent. premium, whereas our shares are at 12 per cent. premium, while the shares in the Reclamation Company at the last quotation of 200 are at 170 per cent. premium, showing clearly to which company any successful land operations have gone, and also showing the difficulty of the same board acting impartially to two similar companies in the same place, at the same time.

In fact one point that home shareholders would be glad to have explained is, do our directors claim the right to form new companies to do analogous business as and when they please, without any reference to the shareholders in the Land Company?

If you will be good enough to reply to this letter, I will pass on your reply to those shareholders on whose behalf I make the inquiries.—Yours truly,
G. STEWART.

LATEST WAR NEWS.

GERMAN ULTIMATUM TO BELGIUM.

Belgium's Firm Reply.

[Reuter's Service To "The Telegraph."]

August 3, 12.55 p.m.
Reuter's correspondent at Brussels states that the Belgian newspapers report that Germany has sent an ultimatum to Belgium proposing an arrangement to facilitate German operations through Belgium, and requesting a reply by Monday morning.

Belgium Adheres to Neutrality.

August 3, 1.45 p.m.
It is semi-officially announced that Belgium has refused Germany's request and has stated that she adheres to her policy of neutrality.

A SHANGHAI COMPANY.

Application for Reduction of Capital.

This afternoon in the Supreme Court, before the Chief Justice, the Hon. Mr. H. E. Pollock, K. C., instructed by Mr. Hooper, of Messrs. Johnson, Stokes and Master, asked for an order of the Court confirming the reduction of the capital of Messrs. Major Brothers, Ltd., Shanghai.

The petitioners asked that the capital of the company be reduced from £1,300,000, divided into 6,000 shares of £20 each and that such reduction be effected by cancelling capital which had been lost, or which was unrepresented by the available assets to the extent of £130,300 per share of each of 5,500 shares which have been issued and are now outstanding, and by reducing the nominal amount of all the shares in the Company's capital.

A confirmatory order was granted.

ITALY'S NEUTRALITY.

The Italian Consul General (Chev. Volpicelli) informs us that he has received a telegraphic notification to the effect that the Italian Government authorises its Agents to inform foreign authorities and Italian citizens that Italy has declared its neutrality in the present war.

HARBOUR REGULATIONS.

Examination Officer Appointed.

A Government Gazette Extraordinary publishes the following notification:—With reference to Government Notification No. 216 of the 3rd August, 1914, the Officer-in-charge of the Examination Service is Lieutenant F. C. Hanning Lee, Retired, and his office is in His Majesty's Dockyard (under the Commodore's Office) entrance by the small gate in the West wall.

Land Sales.

At the offices of the P. W. D. this afternoon the following lot of Crown land was sold by auction:—Inland lot No. 2,081, area 7,550 square feet, annual rental \$52; upset price \$1,510; realised \$3,900. A Chinese was the purchaser.

Correspondence.

"Veritas."—We have communicated your letter to the Government, who will doubtless take steps in the matter referred to.

Health of the Colony.

Last week there were four cases of plague, all Chinese, and all fatal. There were also two cases of diphtheria (Portuguese) and two of enteric (British and American); all non-fatal.

MANSLAUGHTER CHARGE.

Sequel to Fight on a Liner.

The Prisoner Discharged This Morning.

This morning, in the Supreme Court, a special Criminal Sessions was held by the Chief Justice, Mr. Justice Gompertz, for the purpose of trying the charge against Lau Chan, a greaser on board the s.s. Empress of Asia, of the manslaughter of another greaser on board the ship on July 25.

The Crown Solicitor, Mr. P. M. Hodgson, prosecuted, the prisoner being undefended.

The jury was made up as follows:—Messrs. W. H. Stewart, E. G. Smith, A. D. Shawan, H. Wasserafall, J. Murphy, G. J. Escher and J. Martin.

The prisoner pleaded not guilty.

Mr. Hodgson informed the jury that on the date in question, when the boat was between Nagasaki and Manila, an affray took place between the deceased and the prisoner, both of whom were employed in the engine-room.

Earlier in the day both of them had fought and later, at about 8 p.m., they had another fight, which terminated fatally for the deceased.

There was a knife used in the fight, but apparently only one. Both men were seriously injured and when separated they were covered with blood. No one actually saw the knife used, but the prisoner, in his statement to the magistrate, said that a knife was used. The prisoner said he was attacked by the deceased and the knife came into his possession and he used it for self-defence.

The deceased had four stab wounds, while the deceased had many more cuts.

A. J. Thorn, an engineer, gave evidence of the fight between the two men; and Charles Morris, chief steward, said that when he was called to the fight it was a struggle altogether. All you could see was blood.

Witnesses separated them and at first fancied the prisoner was the worse hurt of the two, and after attending to him he returned to the deceased and found he had collapsed.

Charles King, master-at-arms on the Empress of Asia, deposed to arresting the prisoner and keeping him in custody until he was handed over to the police in Hongkong.

Dr. Abbott, the ship's surgeon, said the man was dead by the time he was able to get him to hospital. The deceased was undoubtedly a bigger man than the prisoner. The prisoner, when witness attended to him, was sick pale and his vitality was temporarily depressed. The man's condition was suggestive of his having received a severe beating.

The prisoner, when charged on arrest, said the deceased stabbed him first and he had to do what he did to protect himself.

Prisoner said that on July 25 he and deceased went on duty together at noon. They both did their work, until 3.50 p.m. when he became thirsty. He got some water to drink, but the deceased stopped him, and struck him; and knocked him down. He also hit prisoner over the head with a spanner, and held on to him tightly and continued to assault him until they were separated. At 8 o'clock the same evening, while cooling himself on deck, he saw the deceased approaching with a knife in one hand and a drinking basin in the other. Seeing the man was about to attack him, he snatched at the knife and deceased hit him over the head with the basin. They then struggled together in the course of which they both got out. It was a wonderful thing that he was standing in the dock to-day, for

if he had not killed deceased, the deceased would have killed him. A verdict of "Not guilty" was returned, and the prisoner was discharged.

BECKER IN PRISON.

On Verge of Nervous Breakdown.

Former Police Lieutenant Charles Becker, a "re-issued" of the New York World, appeared to be on the verge of a nervous breakdown yesterday afternoon, when the night guard relieved the day watch in the death house at Sing Sing prison. He had slept little the night before and most of the day he paced restlessly in his narrow cell. The former chief of the "strongarm squad" fully realised the seriousness of his position when he was told by Warden Clancy that he would have to occupy the upper northeast corner cell until "one of the boys downstairs goes out." He knew this meant that the death chair must make a vacancy before he may be put in more comfortable quarters.

Nearly all day he was silent, even ignoring the efforts of Hans Schmidt, murderer of Anna Ammeller, who tried hard to cheer him. Before 6 o'clock in the morning he was dressed and gazing at the cells on the other end of the room, which had been occupied by the gunman. Later he called a few words to the men who had cheered for him when his appeal was granted.

"Voice of Prison" is Cheerless. But the voice of the prison—the mysterious presentment of the convicts—had touched him. The prison inmates believe he will "go out" of the death house just as the gunman did. For weeks before the decision of the higher court Becker heard cheering words from those who "sensed" good news for him, but this time no such comfort is offered.

In going to the exercise yard or to a lower cell to receive visitors, Becker must pass the door of the death chamber. As he glanced toward it yesterday, his step faltered, but he quickly straightened his shoulders and followed the guards to the recreation ground. The prison band, which Warden Clancy has organised, was playing a lively tune. Becker told his keepers he hoped the "boys outside," meaning the convicts in the main prison, were having a good time. Then he hummed the airs as he walked rapidly about the small inclosure.

Physicians. Watch Him Closely. Becker had no books or papers, as the warden had not had time to examine the bag of reading matter he brought to the prison. Warden Clancy will personally inspect this matter so no drug or dangerous article gets into his cell. The Warden is certain Becker is sufficiently hopeful that the Court of Appeals will grant a new trial not to attempt suicide, but he let it be known that he would take no chances. Becker ate nervously part of the lunch served to him. Then he sat on the edge of his cot—there is not enough room for a chair or a washstand in the cell. Afterward he talked briefly with the Rev. Father Cashin, prison chaplain, and later exchanged greetings with the Rev. Dr. Aulton H. Lee, who represents non-Catholic creeds in the prison.

The prison physicians, who are keeping close watch over Becker, reported yesterday that, while he is making every effort to appear unconcerned, it will not be possible for him to resist many more days the nervous pressure under which he has been labouring. When he entered the death house on Friday he appeared in good spirits, but as the night wore on he became restless.

CHINESE WOMEN AND THE VOTE.

The delegates attending the conference organised by the International Woman's Suffrage Alliance attended an "At Home" at the residence of Mrs. Gilbert Samuel, Sloane-gardens, on 8th inst. It fell to Dr. Getta Jacob, the delegate from Holland, to give the most unconventional address of the day. She had accompanied Mrs. Chapman Catt to China, where they heard that in their desire for the vote the women had been smashing windows. Ambassadors were consulted, but were incredulous. Eventually they found a young Chinaman who had spent much time in America, and who assured them they would find women actually sitting in the newly-constituted Assembly, while he was able to secure them an introduction to the President. There they saw nine women sitting among 100 men, "though," she added, "had we judged by dress we should have said there were 100 women and nine men." Soon they learnt that numbers of women, some garbed as men, had taken part in the revolution, and had been promised equal rights when success was achieved. But at Nanking no woman was among the 35 who had met to draw up a Constitution. Then it was that windows were broken by irate Chinese militants, who exalted themselves by saying, "You all do it in Europe." Sun Yat-sen told them to go home, and that they should have the vote. When they got it, however, it was, alas! in a half-hearted way, and now it appears none is in the Assembly. Further, it would seem that there has been extensive mortality among the ladies who led the movement, and that drastically Oriental methods prevent their too rapid advance upon Western lines.

Sir Conan Doyle Visits Death Chamber.

During yesterday afternoon the death house monotony was broken by a visit of Sir Conan Doyle and Detective William J. Burns, who were guests of Warden Clancy. Sir Conan was greatly interested in the Becker case. Warden Clancy hurried his visitors through into the death chamber. They did not exchange words with the condemned men. "That solitude must be dreadful," Sir Conan Doyle said to a World reporter afterward. "I have never before seen such a place, but this is only the second time I have visited a prison. In England I inspected a prison, but not nearly so thoroughly as Sing Sing."

Sir Conan was at the band concert and vaudeville show arranged by Warden Clancy. He noted the good humour of the convicts and their appreciation of the show. Occasionally they applauded and after the final act they gave three lusty cheers for the Warden.

"These men exhibit a wonderful temperament. They are finally disciplined and every one of them appears to be in the best of health," Sir Conan continued. "The prison is a wonderful structure considering its age. The most noticeable thing about the prison is the cleanliness of the cells and corridors. It is apparent that the inmates take as much interest in the institution as the Warden does."

Detective Burns said it is the best kept institution of the kind he has visited.

Sir Conan Doyle invited Warden and Mrs. Clancy to visit him at his home in England. After he had dined with the Warden he rode to New York with Burns and the detective's two sons.

PUBLIC AUCTION.

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on **Tuesday & Wednesday the 4th & 5th August 1914** commencing at 11 a.m. each day at his Sales Rooms, Duddell Street, **A Large Quantity of Ladies' and Children's Boots & Shoes**, (including Satin and Brocade Evening Shoes) UNDERWEAR, WOOLLEN GOLF COATS, TIES, LACE COLLARS, UMBRELLAS, SUNSHADES, FLOES, FEATHER RUFFLES, etc., etc., etc.
The above are in first class condition and have never been offered for sale.

On view from Saturday the 1st August.
Terms: Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, the 4th August 1914 commencing at 5 p.m. at his Sales Rooms, Duddell Street, **A Collection of Valuable Postage Stamps.** (Full particulars from catalogue). On view n.w.
Terms: Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

CO-SIGNEES

AMERICAN ASIATIC S.S. Co.
NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRADEO."
Captain T. R. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and stored at Consignee's risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Wednesday, 5th August, 1914 at 10 a.m.
All claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 5th August will be subject to rent.
No fire Insurance has been effected.

Bill of Lading will be countersigned by
SHEWAN TOMES & CO.,
General Agents,
Hongkong 29th July, 1914.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

The Steamship
"BENVENUE."
From LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August will be subject to rent.
All claims against the steamer must be presented to the Undersigned on or before the 1st August, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August, at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 29th July, 1914.

Don't forget after the Show
Supper and Light Refreshments
ALEXANDER CAFE
Open Till Midnight

TO SAIL

Regular Steamship Service.

Proposed Sailing from Hongkong
For NEW YORK
s.s. "ST. EGBERT" (on or about 25th August)

For Freight and further information apply to
DODWELL & CO., LTD.
Agents,
Hongkong, July 28th, 1914.

"GLEN LINE"

(McGREGOR, GOW & Co.) Ltd.

For London & Antwerp
The s.s. "GLENLOCHY"

(Capt. E. J. Stallard)
The steamer will be despatched for the above ports on or about 10th August 1914.
Saloon passage Hongkong to London £40.

For freight or passage, apply to
SHEWAN TOMES & CO.,
Agents,
Hongkong, 23rd July, 1914.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras and Mauritius)

THE Steamship

"TORILLA"
Captain C. J. Swanson, R.N.R. will be despatched for the above ports, on TUESDAY, the 4th August at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
Agents,
Hongkong 30th July, 1914.

THE AMERICAN & ORIENTAL LINE.

For Boston and New York via Suez Canal.

(With liberty to call at the Malabar Coast.)

THE Steamship

"ROYAL PRINCE."
Captain Coull. will be despatched as above on Wednesday, the 5th August.
This Steamer has excellent accommodation for a limited number of Saloon passengers.
For freight and passage apply
ARNOLD KARBURG & Co.
General Agents.

NOTICES.

Bazaar in aid of FLOOD RELIEF FUND.

The Committee solicit the aid of the Public, and will be pleased to receive gifts of articles or any description for the above.
LAU HUI PAK,
Chairman.
Chinese Chamber of Commerce, 32, Des Voeux Road Central.

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The Latest Improvement toward Lasting Workmanship and Painless Operations. No charge for examinations. Fees moderate. Diploma, Tokyo.
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HOTEL LISTS

Hongkong Hotel.

Abraham, E. S.	Lloyd G. T.
Ashtonby, A. H.	Label, F.
Alford, C. E.	Mackintosh, F. A.
Bate, E. R.	Mackintosh, Mr. and Mrs. N.
Baxter, H. M.	Watson, J. R.
Bazett, L. V.	Marriott, Dr. O.
Bendall, D. G.	Matheson, Mrs. R.
Bell, D. D.	Matheson, Miss M.
Belcher, Mrs. E. R.	Macdonald, J.
Benn, G.	Morrison, W. J.
Black, W. M.	Molins, A. J.
Bristle, J. H.	Molins, E. E.
Burton, Mr. & Mrs. H. H.	Moritz, Dr. K.
Cambridge, A. J.	Meyer, C. E.
Candler, E. L.	Middleton, G. S.
Carter, H. C.	Milkowski, N. S.
Chilton, W. B.	Moore, Dr. & Mrs. W. L. B.
Clayton, W. E.	Murphy, H.
Coleman, Dr. A. L. E. F.	Murphy, C. E.
Curry, G. P.	Nell, E. F.
Deane, F. B.	Newton, D.
Douglas, D. S. S.	Olden, W. H.
Duckwood, F. F.	Picher, Capt. H.
Duffy, Miss M. E.	Potter, S.
Eager, Mr. & Mrs. C. H.	Preston, A. M.
Ehrens, Mr. & Mrs. H. C.	Purvis, A.
Ellis, H. C.	Pyle, Master R.
Engel, Mr. & Mrs. W. A.	Pyle, Mr. & Mrs. W.
Fontaine, Miss W. L.	Railton, Capt. Ray, E. H.
Gelmer, Max.	Reid, Miss F.
Gibb, J. H.	Robertson, M.
Gooding, J. M.	Robertson, L.
Grasano, P. D.	Robertson, J. P.
Hall, Capt. T. P.	Seddon, Mrs. H.
Handley, P. G. H.	Smith, Mr. & Mrs. H. D.
Hanning, Lee, L. F.	Smyth, F.
Hannibal, W. A.	Square, Miss A.
Harper, G.	To Dr. Herbert Hunter, R. M.
Hawatt, Hon. Mr. R. B.	Tor, S. M.
A. C. M. G.	Tor, S. M.
Holden, Capt. F. W.	Walker, Capt. H. A.
Hunter, R. M.	Warren, E. J. T.
James, C. H.	Watson, J. R.
James, M. T.	Weaver, Mr. & Mrs. J. M.
Kirkwood, Miss A. W.	White, F. W.
Rock, Capt. & Mrs. Watson, J. R.	Winkler, Mr. and Mrs. A. F.
Kneeder, Dr. W. L.	Wintner, Dr. L.
Loir, Mrs. F. H.	Wood, G. G.
Lambert, E. B.	Wright, Mr. & Mrs. J.
Lambert, Mrs. W. H.	
Lampson, Mr. and Mrs. H. A.	
Lapton, A.	
Luhning, Edward.	

Carlton Hotel.

Arpner, F.	Jardine, A. B.
Balantyne, Mr. and Mrs. A. B.	Lang, Miss E.
Barnes, C.	Laurel, G. N.
Bentley, Mr. & Mrs. C. G.	McFadyen, J. A.
Bentley, Mr. & Mrs. C. G.	Miller, G. V.
Chapman, J. A.	Paul, B.
Crombie, Lt. Gen. C. W.	Parry, G.
Curwen, W.	Reid, Miss F.
Dennis, R.	Quenda, D. de.
Dennis, Miss W.	Riggs, A.
Eades, W. J.	Ross, Mr. & Mrs. C. A. de.
Ellis, M.	Silva, Master A.
Ferguson, J.	Silva, Mrs. M. S.
Foster, C. W.	Sutherland, Mrs. S.
Garratt, E. F.	Tall, Mrs. A.
Gladwell, T. A.	Walker, Mr. and Mrs. F. K.
Gonzalez, J.	Watling, Mr. & Mrs. D. O.
Grandy, A. J.	Wright, Mr. & Mrs. B. D.
Harmer, A. C.	Whitely, A. R.
Harvey, Mrs. L.	Wilton, D. O.
Haseo, N.	
Hewitt, Mr. & Mrs. C. J.	
Holway, H. D.	
Jackson, Mr. & Mrs. W.	

Craigieburn.

Bennett, H. S.	Hollingsworth, Mr. & Mrs. A. H.
Bond, W. C.	McCaig, J.
Brown, C. B.	Robinson, Geo. A.
Caldwell, Mr. & Mrs. J. A.	Smith, Mrs. J. Grant
Carpenter, Mr. and Mrs. J. A.	Smith, Mr. & Mrs. J. A.
Craw, Miss	Smith, Mr. & Mrs. J. A.
Dayle, Mrs. Madison	Turner, G. F.
Galbraith, V.	Wilton, Mr. and Mrs. W. A. E.
Harbord, W. F.	

Grand Hotel.

Allen, F.	Miller, J.
Alvay, L.	Mitchell, J. H.
Baberg, A.	Newman, H.
Bantolme, Leon	Odum, G. O.
Book, C.	Owen, F. G.
Boudewijn, G.	Roberts, C. G.
Crow, Mr. & Mrs. A. B.	Rose, R.
Dias, A.	Ruggeveen, R.
Dunlop, G. J.	Sanderson, R.
Enault, Miss E.	Schmidt, Mr. & Mrs. K.
Edwards, W.	Temple, J. H.
Gabler, C.	Wright, S. H.
Hayler, A.	Wright, S. H.
Jackson, Dr. F.	Wright, S. H.
Kristin, Mr. & Mrs. W.	Wright, S. H.
McConnell, N.	Wright, S. H.
Meyer, J.	Zelivka, O.

King Edward Hotel.

Almberg, E.	Laurson, Mr. & Mrs. G.
Austin, M. J.	McCaig, J.
Budge, J. H.	McCaig, J.
Burton, J. H.	McCaig, J.
Cox, F. W.	McCaig, J.
Foy, G.	McCaig, J.
Gardiner, G. W.	McCaig, J.
Hall, F. O.	McCaig, J.
Haynes, H. O.	McCaig, J.
Henderson, H. A.	McCaig, J.
Jennings, A. H. P.	McCaig, J.
Joseph, J.	McCaig, J.
Karadord, D. W.	McCaig, J.
Korats, W.	McCaig, J.
Kraft, Mr. & Mrs. W. D.	McCaig, J.
Watson, J. R.	McCaig, J.

ENTERTAINMENTS

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The popular Wiffles in the principal role

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"ROCAMBOLE" The Terror of Paris.

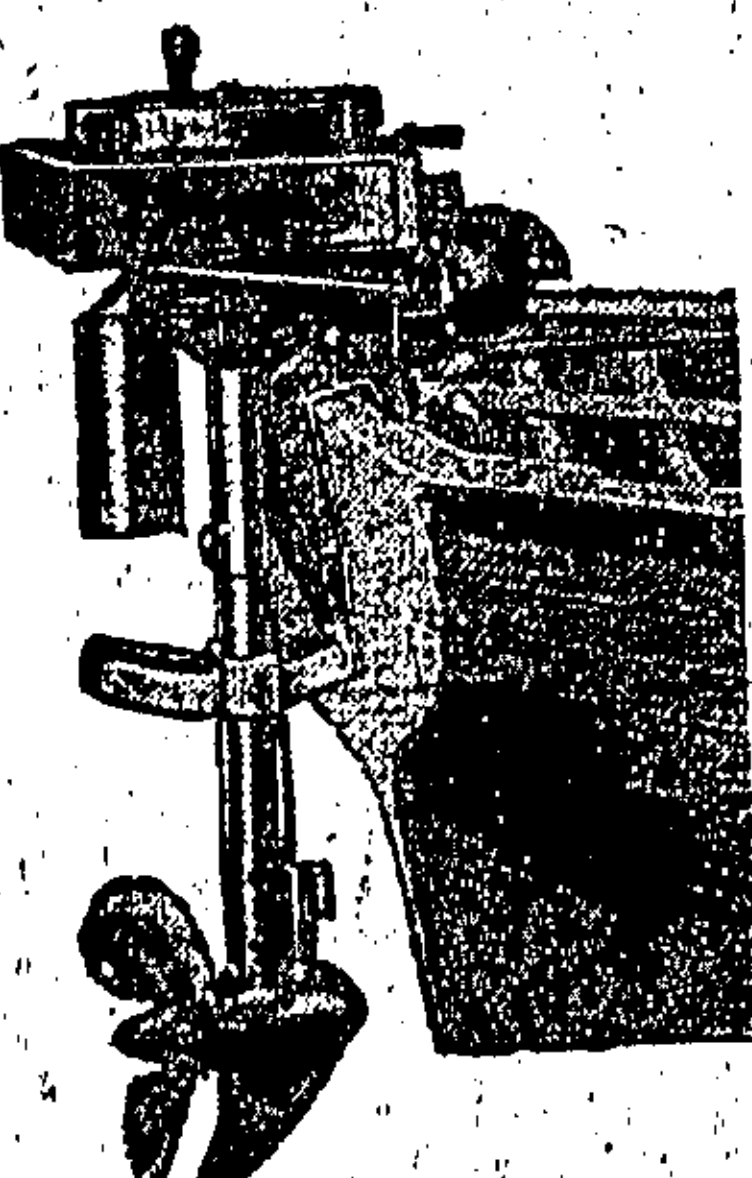
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NAVAL NOTES.

Our Position in the Mediterranean.

When Rear-Admiral Moore, the present Third Sea Lord, leaves in August, says the *Globe* of June 30, to take command of the Second Battle Cruiser Squadron in the Mediterranean, he will have as his flagship the battle cruiser *New Zealand*, which is at present in home waters, while the new commander-in-chief, Admiral Sir Henry Jackson, will fly his flag in the *Indefatigable*. Thus for the first time our Dreadnought squadron at Malta will reach the strength which, according to an Admiralty memorandum of October, 1912, it should have attained exactly a year ago.

According to present arrangements the battle cruisers will remain at Malta only until the autumn of next year, when they will return to home waters on being replaced by a battle squadron of eight ships, six at least of which will be of the *Dreadnought* or *Lord Nelson* type. This makes it possible that only four of the eight will be true *Dreadnoughts*, for the *Lord Nelsons*, with a main battery of only four 12-inch guns, cannot, of course, be included under that heading. The object of the substitution is, according to Mr. Churchill, "that we should remain independent guardians of our own important and long-standing interests in the Mediterranean." It is perfectly certain that such a force as is contemplated will not achieve that desirable result.

Requirements in Home Waters. The Admiralty are bound, however, to be governed by the position in home waters. In the autumn of 1915 Germany will dispose of 23 completed *Dreadnoughts*, while we, excluding the *Australia*, shall

have 38. After deducting 34 of these to provide approximately the necessary 50 per cent margin in home waters, there will remain only two available for overseas service. Consequently the Admiralty will be unable to have as many ships as they want in one place without having fewer than are required in another.

An attempt may be made to solve the problem by basing a squadron on Gibraltar, "available to reinforce our fleets in home waters or in the Mediterranean, as circumstances might require"; but such a solution ignores the fundamental fact that the moment when we most need our ships in home waters will in all probability be the very moment when they are urgently required in the Mediterranean. The difficulty will never be satisfactorily surmounted so long as the Government insist that the Admiralty shall make one ship do the work of two.

The Test Mobilisation. The "test mobilisation" which is to be carried out next month in substitution for the usual manoeuvres will be on an extraordinarily thorough scale, no fewer than 404 ships being named in the official list. From this total the *Maine* must be deleted. There will be 55 battle-ships (20 of them *Dreadnoughts*), four battle cruisers, 20 armoured cruisers, and 45 protected cruisers while the remainder will consist of "auxiliary vessels" - torpedo-boats of all classes, mine-layers, gunboats, and auxiliaries.

The term mobilisation is generally understood by the public to mean the assemblage of ships together, but when used in a naval sense it means manning the fleet on such a scale that the calling up of reserves is necessary. Therefore, it does not necessarily follow that because 403 ships will be "mobilised" they will all be actually present in one place under one command, but simply that they will all be manned with their full complements. This, however, will be an extraordinary achievement, even after allowances are made for the fact that the mobilising and drafting departments have had five months in which to prepare.

Mapping the Air. While still paying the heavy toll that the conquest demands from our flying men, we appear to be gradually groping our way to the hard facts of air navigation. Largely these facts have to be ascertained by actual experiment, and air charts to be as useful and exact in information as our splendid marine charts, which map the waters of the world, will have to be constructed by men working on the spot.

Already we know that there are local currents in the air, so are there local currents in the air formed by the conformation of the surface of the earth. To obtain information as exact as possible in respect to the permanency or the cause of change in these local currents, must be the duty either of the local airman or of a specially trained staff fixed with the drawing up of air maps for the use of air pilots. As it is reasonable to assume that, given a certain distance from the land, there will be less inconsistency of the air currents at the lower altitudes

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at any rate, and thus the naval aviator will not so often be the victim of treacherous currents as he travels over the high sea.

Reaping The Harvest. The Government of the Commonwealth are now beginning to reap a very rich reward for the foresight shown by the Australian Government during the period that Admiral Sir Wilmot Fawkes was Naval Commander-in-Chief in Australian waters viz. 1905 to 1908. During that period the Australians decided to send home batches of their own fleetmen, periodically, to the gunnery, torpedo signal, and other training establishments in the mother country to undergo a course of training at these establishments, and subsequently serve a few months in one of the warships in the first battle-line in home waters.

Many men have now returned through these courses of theoretical and practical instruction, and have proceeded back to their local fleet in Australian waters to form the backbone of Colonial crews. In this way the Australian Navy is being built up so that the officers and men will be at any time interchangeable with those in the Mother fleet. As an example of what this course of home training does for the Colonial fleetmen, it may be pointed out that a large proportion of the crews of the two submarines for the Australian Navy, which recently arrived in Sydney from England, after a twelve weeks' voyage, in splendid condition both on deck and below, were Australians who had been trained in home establishments and the Home Fleet.

BOXING.

Lepreux Beats M'Carthy.

At Liverpool:—In the first round capital exchanges took place, both doing well on the body. A left hook to the ribs by the Frenchman took the Welshman to the ropes, and in his return the Penarth lad missed twice with hooks in ended for the j.w. In a rough rally M'Carthy came down, but quickly up he sent a straight left to his opponent's face, the round one. In the second round the men came to a clinch, and at some distance from the land, there will be less inconsistency of the air currents at the lower altitudes

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Kipperd?

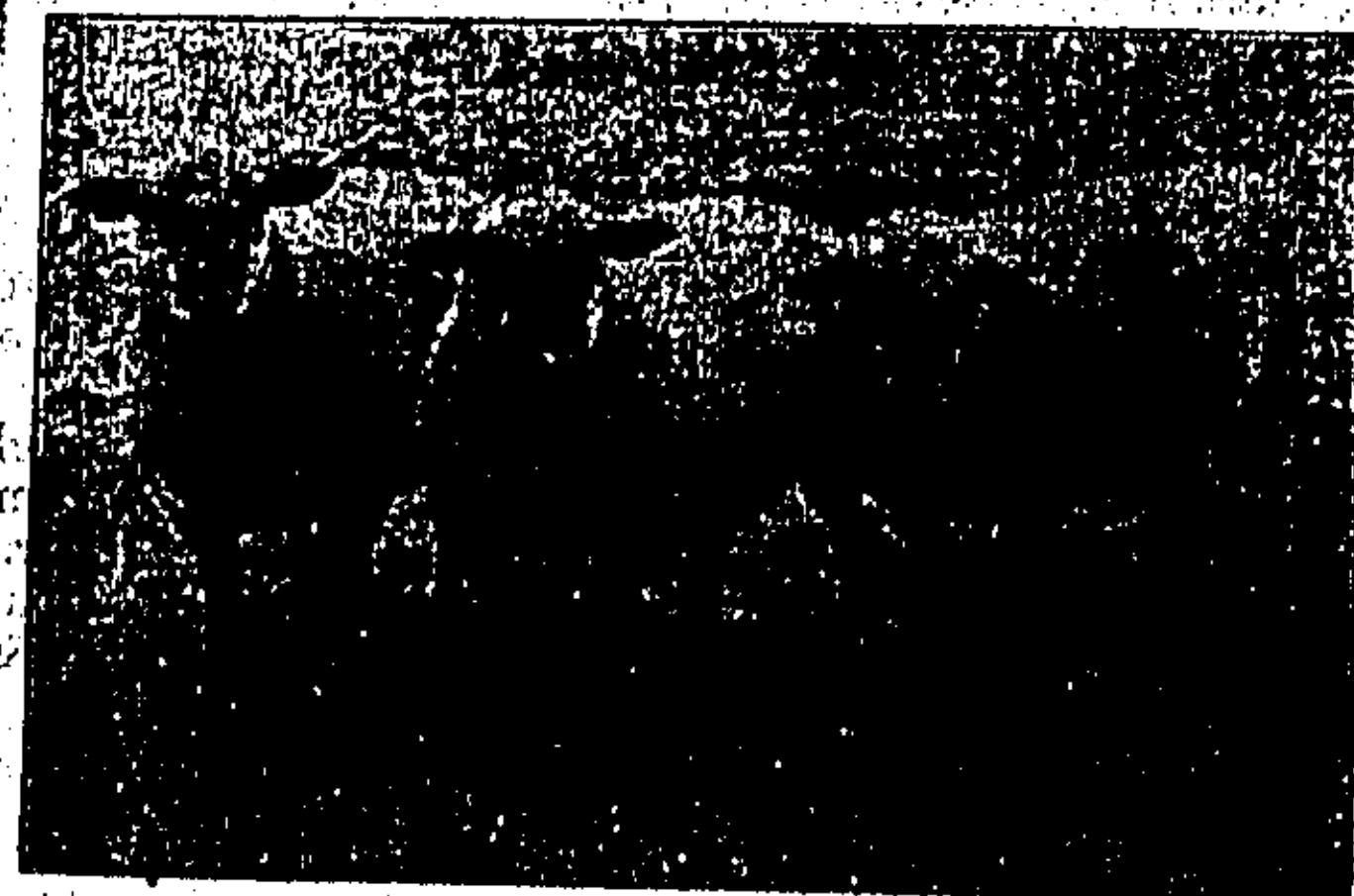
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